

31st March 2020

Scott Clouston
Camillo Builder Pty Ltd
262 Salmon Street
Port Melbourne VIC 3207

Dear Sir/Madam,

Application No.: MV/601/2018
Location: 33 Dean Street Moonee Ponds
Proposal: MVRC Townhouse Development

I refer to your submission of a Construction Management Plan in accordance with Condition No.11 of Planning Permit MV/601/2018.

The plan has been assessed and is considered satisfactory.

Please find your copy of the endorsed Construction Management Plan that now forms part of Planning Permit MV/601/2018.

Note:

Prior to construction commencing, please contact Councils Planning Intervention and Enforcement Officer Liz O'Farrell to arrange a pre-commencement meeting on 03 9243 8789 or email LOfarrell@mvcc.vic.gov.au.

If you have any queries you may contact Council's Technical Services Department on 9243 8888 or developmenteng@mvcc.vic.gov.au.

Yours sincerely,



DON AMBEGODA
Coordinator Development Engineering

**Planning and Environment Act 1987
MOONEE VALLEY PLANNING SCHEME**

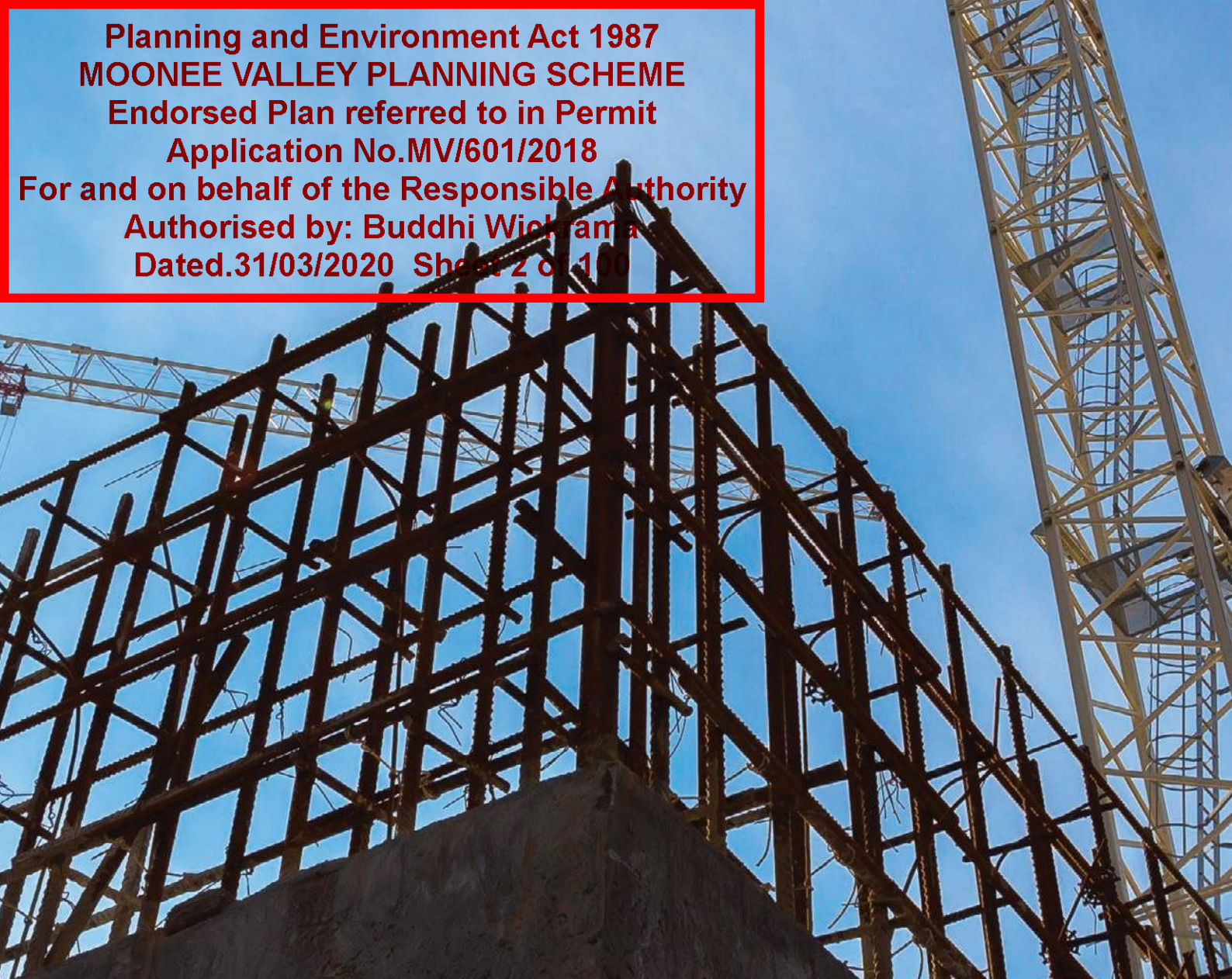
Endorsed Plan referred to in Permit

Application No.MV/601/2018

For and on behalf of the Responsible Authority

Authorised by: Buddhi Wickramasinghe

Dated.31/03/2020 Sheet 2 of 100



MOONEE VALLEY CITY COUNCIL

Construction and Site Management Plan Template

Instructions

Complete all fields of the Construction and Site Management Plan Template (CSMP) electronically, print off and sign and date where required. Attach additional information as an appendix as directed under each element of the template. Only the company responsible for the site may complete and sign for responsibility of the CSMP.

Once completed, submit the CSMP to council by either:

- > online: go to mvcc.vic.gov.au/csmp
- > In person: drop off to the Planning Enquiries counter at Council's offices located at 9 Kellaway Avenue, Moonee Ponds Vic 3039.

Questions

If you have any questions, please call Council on (03) 9243 8888 and request to speak with the Statutory Planning department.

Moonee Valley City Council approval stamp
(office use only):

Planning Permit number:

Date Planning Permit issued:



Project details

Company name (responsible builder or developer)	
Director's name/s	
Company street address	
Contact number/s	

Contact details of person responsible for compliance of CSMP

Name	
Contact number/s	
After hours contact number	

Contact person/s in charge of site

Name	
Contact number/s	
After hours contact number	

Construction works

Is construction in stages? ☐ Yes ☐ No

Construction stage	Proposed start date	Proposed end date
Demolition	9/04/2020	18/5/2020
Excavation	15/05/2020	27/11/2020
Construction	02/07/2020	23/3/2022

Is your company responsible for the site during the stages outlined above of work? ☐ Yes ☐ No

If you answered no, only the company in charge of the site may complete and sign the CSMP and for the relevant stage/s.

I _____ have due authorisation and delegation to sign this CSMP on behalf of the Company listed and take full responsibility for ensuring compliance with our commitment specified herein, the *Local Government Act 1989*, *General Purposes Local Law 2008*, *Planning and Environment Act 1987* and any other relevant legislation.

Signed _____

Dated 5/3/2020

Revision 2

1. Noise and vibration

- > Minimise the impact of noise and vibration on the immediate neighbourhood.
- > Outline types of machinery to be used and measures to be implemented to reduce noise and vibration.
- > Where required by Council, prepare a Noise and Vibration Management Plan for medium to high impact projects.
- > Refer to section **4.4 Noise and Vibration Management Plan** of Moonee Valley City Council's CSMP Guidelines for further information.

Demolition equipment (list equipment)	Describe how noise and vibrations caused by equipment will be reduced

Excavation and earth moving equipment (list equipment)	Describe how noise and vibrations caused by equipment will be reduced

Construction equipment (concrete trucks, delivery trucks, list equipment)	Describe how noise and vibrations caused by equipment will be reduced

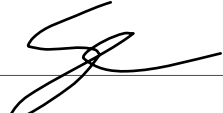


Mobile plant equipment (list equipment)	Describe how noise and vibrations caused by equipment will be reduced
Crane type/s (list crane type/s)	Describe how noise and vibrations caused by equipment will be reduced
Noise associated with workers including voices, parking, arriving early and radios etc. (List potential noise associated to workers).	Describe how noise and vibrations caused by equipment will be reduced

Attach additional information as an Appendix.

2. Construction operation times

- > Plan for construction activities outside of normal hours and identify where an Out of Hours permit may be required.
- > Notify Council in emergencies where works continue past prescribed hours.
- > Non-compliance to the prescribed hours will result in Penalty Infringement Notices being issued.
- > Refer to section **4.3 Noise and operating hours at CSMP building sites** of Moonee Valley City Council's CSMP Guidelines for further information.

Details	Acknowledgement
<p>Unless permitted under a planning permit the owner, responsible builder or developer, or any person engaged in any construction or demolition work on a building site must ensure that;</p> <p>(a) Any noise emanating from the building site is inaudible in a habitable room in any residential premises, regardless of whether any door or window giving access to that room is open during the following times:</p> <ul style="list-style-type: none"> > Monday to Friday before 7am and after 6pm > Saturday before 9am and after 1pm Working hours on Saturday - 9am - 3pm > any time on Sunday or Public Holidays <p>(b) All vehicle movements to and from the site are made only during the hours of 7am to 6pm Monday to Friday and 9am to 1pm 3pm Saturday.</p> <p>(c) Noise from construction or demolition work may occur outside of these times only where allowed by a permit issued under the City of Moonee Valley <i>General Purposes Local Law 2008</i> (Local Law) Section 71. Part (C).</p> <p>Requests for an Out of Hours permit must be made to the Statutory Planning department, Planning Enforcement team at least 10 days before the relevant activity intended to be carried out. Council will request the responsible builder or developer to notify affected persons at least seven days before the activity.</p>	<p>I acknowledge that consent is required from Councils Planning Enforcement team to undertake construction and/or deliveries outside of specified times.</p> <p>Signed </p> <p>Dated _____</p>

Attach additional information as an Appendix.



2.1 Saturday working hours

- > Unless permitted or otherwise approved under a Planning Permit the owner, builder or any person engaged in any construction on a building site must comply the working hours of Monday to Friday, 7am to 6pm and Saturday, 9am to 1pm.
- > Refer to section **4.3 Noise and Operating Hours at CSMP Building Sites** of the MVCC CSMP Guidelines for further information.
- > A proposal of extended Saturday working hours may be submitted for consideration, provided the following detail is provided:

Details Required	Details
Project description and scope	
Site boundary description	
Identification of interfaces and surrounding areas. Schools, hospital, retirement housing etc.	
Types of roads, local, main or heavy arterial. Identify speed limits	
Precinct zoning (commercial, residential, mixed used)	
Describe the areas occupants/residents	
Number of workers expected and types of works <ul style="list-style-type: none">> Detail number of workers for each stage> Detail the stages of construction and activities that will create noise> How will noise from both the construction and workers be managed?	

Details Required	Details
<p>Works timetable with prescribed hours</p> <ul style="list-style-type: none"> > Identify the timeframe with current Saturday working hours of 9am to 1pm 	
<p>Impact of prescribed Saturday working hours</p> <ul style="list-style-type: none"> > Identify impacts taking into consideration the extensive working hours Monday to Friday 	
<p>Proposed hours of construction on Saturdays</p> <ul style="list-style-type: none"> > Council will only consider practical and realistic proposals and recommends 9am to 3pm in making a proposal 	
<p>Parking strategy and traffic management</p> <ul style="list-style-type: none"> > Details of parking > How will construction traffic be managed and what routes will be used 	
<p>Identify benefits to the precinct occupants if extended Saturday working hours are applied to this site</p>	
<p>Identify negatives to the precinct occupants if extended Saturday working hours are applied to this site</p>	
<p>How compliance will be managed</p>	

Attach additional information as an Appendix.



3. Dust management and controls

- > Dust to be maintained at acceptable level at all times throughout demolition, excavation and construction.
- > Detail equipment or activities that may cause excessive dust or affect air quality and management strategies.
- > Refer to section **4.5 Dust management and control** of Moonee Valley City Council's CSMP Guidelines for further information.

Activities that may cause excessive dust or affect air quality.	Describe how dust and air pollution will be minimised during each identified activity. If misting or water tankers are to be used, specify the frequency or use.
Demolition activities and demolition equipment	
Excavation activities and earth moving equipment <i>*Ensure loads of debris and soil are covered.</i>	
Construction equipment (concrete trucks, delivery trucks), use of exit/entry points	
Concrete or saw cutting equipment	
Specify loose materials and stockpiles stored onsite and management of materials	
Will mesh fencing be installed? If so provide details	
Maintenance of plant equipment and servicing schedule to prevent excessive smoke, or toxic emissions	

Attach additional information as an Appendix.

4. Stormwater and sediment control

- > Provide a Stormwater Management Plan (SMP) Specify the location of site entries and exits.
- > Identify location of rumble grids, crushed rock, wash down bays, onsite stormwater retention, and sediment socks and drain protection controls.
- > Outline a maintenance program of stormwater and sediment controls
- > Storage location of stockpiles or other loose materials and controls in place.
- > Management of liquid wastes including paints and chemicals.
- > Connect downpipes as soon as practical.
- > Refer to section **4.6 Stormwater and sediment control** of Moonee Valley City Council's CSMP Guidelines for further information.

Stormwater management and sediment controls to consider.	Measures in stormwater management and sediment controls.
Prevent stormwater from entering adjoining properties	
Diverting stormwater to prevent it traveling into the site	
How will stormwater be filtered before being pumped to a legal point of discharge?	
Proposed site entry and exit points and stabilisation, including rumble grids, crushed rock and wash bays for cleaning tyres	
Drainage of the site to prevent water retention that may cause structural damage to excavations or retaining walls	
Pump out of excavations into stormwater or sewer? Consider permits to pump out to sewer and stormwater	



Stormwater management and sediment controls to consider.	Measures in stormwater management and sediment controls.
Location of site sediment traps, channels and drains that require sediment socks or filters and commitment to check daily or after a rain event	
Management of loose materials, including soil, sand and gravel	
Are wash down areas provided near site entries? Do they capture and treat water before discharge to stormwater?	
Managing concrete slurry and wash down of equipment	
Identify facilities to wash painting equipment and disposal of liquid waste water	
Vegetation proposed to be retained to assist in sediment controls	
Identify proposed maintenance and replacement program of sediment controls	
Has an SMP addressing above controls been developed and attached?	<input type="checkbox"/> Yes <input type="checkbox"/> No

Attach additional information as an Appendix.

5. Removal of hazardous or dangerous material

- > Removal of hazardous or dangerous materials must be in accordance with the *Public Health and Well Being Act 2008 and Environment Act 1970*.
- > Worksafe requirements to be followed when removing hazardous materials.
- > Removal of asbestos must be done by licensed removalist.
- > Removal of asbestos under *Occupational Health and Safety Act 2004* and managed by Worksafe.
- > Refer to section **4.7 Managing hazardous or dangerous material** of Moonee Valley City Council's CSMP Guidelines for further information.

5.1 Asbestos

Has asbestos been identified on the site?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, identify where and what type of asbestos it is	
Describe what procedures will be followed to remove asbestos	
Has an asbestos removal management plan been prepared?	

5.2 Contamination



Has an environmental audit been conducted to identify contamination?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Is the site contaminated?	<input type="checkbox"/> Yes <input type="checkbox"/> No
If yes, identify where and what type of contamination it is	
Describe measures to be undertaken to rectify contamination	

Attach additional information as an Appendix.



6. Protection of Council assets


- > Obtain an Asset Protection Permit and complete a Dilapidation Report.
- > Ensure Council assets are protected or repaired if damaged and reported to Council immediately.
- > Damaged assets are to be repaired to the satisfaction of Council and or rectification works completed by Council at a cost to the site.
- > Refer to section **4.8 Protection of Council assets** the Moonee Valley City Council's CSMP Guidelines for further information.

Requirements	Details	Acknowledgement
Protection of Council assets (streets, footpaths, laneways and reserves)	<p>To ensure Council assets are protected or repaired if damaged, Council requires an Asset Protection Permit be obtained</p> <p>The responsibility of protecting Council assets rests with the owner or occupier of the property or responsible builder or developer.</p> <p>The owner or occupier or responsible builder or developer of any land in relation to which a building permit has been granted must:</p> <ul style="list-style-type: none">> give Council seven working days' notice before the start of building or development works> obtain a permit from Council before starting the building or development works	<p>I acknowledge that I must not start or allow or authorise anyone else to start building works on the property unless an Asset Protection Permit has been granted and seven days' notice of start of building or development works to Council is given.</p> <p>Signed </p> <p>Dated _____</p>
Working in Right of Way (ROW)	<p>Works are not to be done from or in ROW without consulting with Council. Works include for example, set up of mobile plant equipment, concrete pours, any deliveries of materials, removing bluestone and road openings.</p>	<p>I acknowledge that I must not undertake works from or in a ROW unless permitted by Council.</p> <p>Signed </p> <p>Dated _____</p>

Attach additional information as an Appendix.

7. Site security and protection of the public

- > Site to be secured and public protected at all times with adequate signage and lighting.
- > Ensure there are no tripping hazards from temporary fencing, hoarding or gantry.
- > Electrical, plumbing and others service extending over footpaths must be covered and pedestrian and disability access facilitated.
- > Footpaths, crossovers ROWs and roads to be kept clear and safe at all times.
- > Refer to section **4.9 Protection of the Public** of Moonee Valley City Council's CSMP Guidelines for further information.

Requirements	Details	Acknowledgement
<p>Protection of the public and the site before and during building works</p> <p>Attach all relevant Traffic Management Plans (TMP) and Design Plans associated to the site in the CSMP as an Appendix</p>	<p>Precautions must be taken before and during building works to protect the safety of the public and the site.</p> <p>Precautions include the following:</p> <ul style="list-style-type: none"> > the design (including structural design) of the precautions over the street alignment > temporary fencing, hoardings, gantries, hoisting zones, site sheds, scaffolding, catch fans > the erection, location design of any crane, hoist/loading zone, lift on or above the footpath, road, street, laneway or other public area > the height, width and location of the precautions taking into consideration the impact of street functions > protection works of all Council assets (i.e. roads, footpaths, laneways, streets etc.) where excavations are proposed such as shoring and other support of excavations > suitable fences to guard the public from access to excavation 	<p>I acknowledge public protection must be in place before and during building works and where public protection occupies Council land the relevant Occupation Permits will be obtained.</p> <p>Signed </p> <p>Dated _____</p>

Attach additional information as an Appendix.



8. Excavation and safety controls

- > Excavations immediately adjacent to the title boundaries can create potentially hazardous conditions for drivers, pedestrians, cyclist and workers within the site.
- > Provide identified controls in TMP and design plans.
- > Refer to section **4.10 Excavations and Safety Controls** of Moonee Valley City Council's CSMP Guidelines for further information.


8.1 Excavations

How many basement levels will be excavated?		
Has a risk assessment been completed?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Have the appropriate occupation permits been considered and or obtained from Responsible Authorities?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Describe the controls that will be put in place e.g. crash barriers		
Has a TMP and Design Plans been prepared, outlining safety controls during excavation stages?	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Attach additional information as an Appendix.

9. Onsite building waste

- > Ensure minimum dumping of loose materials on site.
- > Secure loose materials and waste to prevent unsightly materials around the site and public areas.
- > Bulk rubbish bins on Council land requires a permit.
- > Refer to section **4.11 Onsite building waste** of Moonee Valley City Council's CSMP Guidelines for further information.

Requirement	Detail	Acknowledgement
Building waste on public land (streets, footpaths, laneways and reserves)	<p>A person must not, without a permit, leave or permit to be left any bulk rubbish container, building materials or rubbish-litter on a road, footpath, street, laneway or other asset vested in or under the control of the Council. A person who does not obtain a permit will be fined and Council may impound any bulk rubbish container or other materials left on a road, footpath, street, laneway or other asset vested in or under the control of the Council.</p> <p>A permit can be obtained from the Citizens Service Centre located at 9 Kellaway Avenue, Moonee Ponds.</p>	<p>I acknowledge a permit must be obtained from Council before a skip bin or large waste bin is placed on a road or on any land owned or managed by the Council.</p> <p>Signed  _____</p> <p>Dated _____</p>

Attach additional information as an Appendix.



9.1 Waste Management Plan Template

- > It's important to understand what excess materials are likely to be generated and how this can be avoided or reused reducing waste to landfill.
- > CSMPs are to consider waste material generated from the site and develop a Waste Management Plan or complete the below template.
- > Refer to section **4.12 Waste material reuse management** of Moonee Valley City Council's CSMP Guidelines for further information.

Waste and/or recyclable materials		Destination		
		Reuse and recycling		Disposal
Possible materials generated	Estimated volume in weight or area or amount of truck loads	On-site (how will materials be reused/recycled on site)	Off-site (specify the contractor and recycling facility)	Specify the contractor and landfill site/transfer station
Timber/ wood waste				
Cardboard				
Ferrous metals (iron, steel)				
Nonferrous metal (copper wiring)				
Concrete				
Roofing tiles				
Ceramic tiles				
Gravel				
Gypsum board				
Plaster				
Paint				
Plumbing fixtures and fittings				
Carpet and underlay				
Stone				

Waste and/or recyclable materials		Destination		
		Reuse and recycling		Disposal
Possible materials generated	Estimated volume in weight or area or amount of truck loads	On-site (how will materials be reused/recycled on site)	Off-site (specify the contractor and recycling facility)	Specify the contractor and landfill site/transfer station
Asphalt				
Glass				
Sand/fill				
Topsoil				
Green waste				
Asbestos				
Fluorescent light tubes				
Hazardous materials (excess paints, solvents)				
Plastics				
Co-mingled recyclables				
General waste				

How will materials be stored on-site for reuse and recycling? E.g. skip bins

How will site operations be managed to ensure minimal waste creation and maximum reuse and recycling? E.g. staff training, feedback from waste management service provider, on-going checks by site supervisors, separate area set aside for sorted wastes, clear signage for waste areas etc.

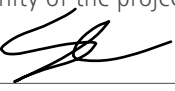
Attach additional information as an Appendix.



10. Traffic management

- > Increased traffic and parking and heavy vehicle movement is the most common complaint relating to construction sites.
- > CSMP are to detail works affecting footpath and road users as well as traffic and parking matters, including location of loading zones, cranes, hoardings, gantries, site sheds and construction zones.
- > TMP must detail all major activities outside of the site, including most effective methods and route for construction traffic to and from the site.
- > Refer to section **4.13 Traffic management** and **6.13 Parking, road, lane closures and Work Zone permits** of Moonee Valley City Council's CSMP Guidelines for further information.

Matters for consideration	Details to be provided
Specify staging and timing of proposed construction works (demolition, excavations and construction). Individual TMP may be required to reflect each stage and associated activities as outlined below	<ul style="list-style-type: none">> include in TMP <p>I acknowledge that all subcontractors are to be advised and inducted as required of the approved access route plan and TMP for the development. Drivers are to be provided with a map highlighting the approved routes and potential hazards in the vicinity of the project.</p> <p>Signed  _____</p> <p>Dated _____</p>
Details to be shown of hoardings, perimeter fencing, scaffolding, overhead gantry, storage areas, loading/hoisting zones, concrete pump stations and site sheds. Provide details in TMP	<ul style="list-style-type: none">> include in TMP
Provide details of any permanent or temporary vehicle crossing permit	<ul style="list-style-type: none">> attach permit
Provide details of any Work Zone permit. Please include proposed zones on TMP for consideration and approval	<ul style="list-style-type: none">> include in TMP
Details to be provided of proposed parking strategy for construction personnel	<ul style="list-style-type: none">> attach any agreements in place for parking or detail strategy
Will works be undertaken outside of the site? Will road or footpath occupation permits be required? Provide details of any permit for a mobile crane, travel tower or lift	
Is pedestrian access and a crossing provided at the site?	

Matters for consideration	Details to be provided
Provide details of road openings (works within municipal road reserve) if applicable. Has Council's Technical Permits team been consulted with?	
If traffic conditions are changed, has Council's Traffic Engineering team been notified?	
Has Council's Traffic Engineering team or Technical Permits team been contacted for any signage changes, including works zones, traffic condition changes?	
Has the impact of construction site activity on surrounding traffic flows and public transport been considered?	> swept paths to be included in TMP
How many trucks per hour will access the site during:	> Demolition > Excavation > Construction
Details to be provided of the management of construction vehicles accessing the site to prevent staging/queuing on roads. Provide details in TMP	> include in TMPs I acknowledge all subcontractors are to be advised and inducted as required of the approved access route plan and TMP for the development. Drivers are to be provided with a map highlighting the approved routes and potential hazards in the vicinity of the project. Signed  Dated _____
Have the general public or surrounding residents and businesses been informed of changes in traffic flows? (Newspaper, leaflet, community liaison meetings, etc.)	> attach communications
Will traffic controllers be used to coordinate traffic flow around surrounding roads and footpaths?	> include in TMP > attach any MOAs with VicRoads
Tier 1 and 2 construction sites to provide a Construction Traffic Management Plan 'Comprehensive Detailed Report' identifying demolition, excavations and construction activities, traffic routes, swept paths, site entry/exit etc.	> attach report

Attach additional information as an Appendix.



11. Occupational health and safety

- > The main causes of injury or fatalities are manual handling, slips, trips and falls, electrocution, structural collapse, working with powered plant equipment and roadside traffic.
- > Serious risks to health include noise, hazardous substance, asbestos and UV radiation.
- > Refer to section **4.15 Occupational health and safety** of Moonee Valley City Council's CSMP Guidelines for further information.

General Matters	Details
Construction work involves the construction, alteration, conversion, fitting out, commissioning, renovation, refurbishment, decommissioning or demolition of any structure, or any similar activity	> include OHS Policy, including hazard identification and control, chemical storage and site evacuation plan

Attach additional information as an Appendix.

12. Works timetable and number of workers

- > Identify major construction activities including demolition, excavation, construction, fit out and closure of construction.
- > Show dates and duration of works and expected workers for each stage.
- > Timetables can trigger the need for letter drops to surrounding residents and businesses informing them of disruptive activities.
- > Refer to section **4.16 Work timetable and number of workers** of Moonee Valley City Council's CSMP Guidelines for further information.

Construction stage	Provide works timetable including dates and duration, major activity milestones and expected number of workers
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Each component should show the dates and duration of works and expected number of workers for each stage




A works timetable should identify major construction activities from demolition, excavation, construction, fit out and closure of the construction.	
Demolition timetable and major activity milestones and number of expected workers.	
Excavation timetable and major activity milestones and number of expected workers.	
Construction timetable and major activity milestones and number of expected workers.	
Fit out timetable and major activity milestones and number of expected workers.	
Closure of construction and major activity milestones and number of expected workers.	

Attach additional information as an Appendix.





13. Council permits to consider

- > Works outside of the site site and other activities around the site may require a permit from Council or other authorities.
- > Refer to section **4.1 General Public Safety and Council Permits** of the Moonee Valley City Council's CSMP Guidelines for further information.

Activity	Permit	Acknowledgement
Pre commencement checks	Asset Protection Permit	<p>I acknowledge that I must not start or allow or authorise anyone else to start building works on the property unless an Asset Protection Permit has been granted and seven days' notice of start of building or development works to Council is given.</p> <p>Signed _____ </p> <p>Dated _____</p>
Road or footpath occupation or closure; mobile cranes, scissor or boom lift, concrete trucks and line pumps, scaffolding, ladders, hand tools and where hoarding occupies footpath or road	Road Occupation Permit	<p>I acknowledge a Road Occupation Permit must be obtained from Council where any road or land owned or managed by the Council is occupied for works related to the site</p> <p>Signed _____ </p> <p>Dated _____</p>
Working outside of approved hours	Out of Hours Permit	<p>I acknowledge that consent is required from Councils Planning Enforcement team to undertake construction and/or deliveries outside of specified times.</p> <p>Signed _____ </p> <p>Dated _____</p>

Activity	Permit	Acknowledgement
Construction vehicles accessing the site	Works Zone Permit	<p>I acknowledge a Works Zone Permit must be obtained from Council where any parking area on the carriageway is required to be used as a works zone for construction vehicles associated to the site.</p> <p>Signed  _____</p> <p>Dated _____</p>
Construct, modify, or relocate a crossover	Vehicle Crossing Location Approval	<p>I acknowledge I must obtain a Vehicle Crossing Location Approval and a Works within a Municipal Road Reserve Permit before constructing, modifying or relocating a crossover.</p> <p>Signed  _____</p> <p>Dated _____</p>
Works within a municipal road reserve	Consent to undertake works with in a road reserve	<p>I acknowledge consent must be obtained from the Coordinating Road Authority before undertaking any works within the road reserve</p> <p>Signed  _____</p> <p>Dated _____</p>
Drainage works	Drainage Application Permits	<p>I acknowledge consent must be obtained from the Coordinating Road Authority before undertaking drainage works within the road reserve.</p> <p>Signed  _____</p> <p>Dated _____</p>



Activity	Permit	Acknowledgement
Building over an easement	Build Over Easement Permit	<p>I acknowledge a Build Over Easement Permit must be obtained from either Council or City West Water before undertaking any works within an easement.</p> <p>Signed  _____</p> <p>Dated _____</p>
MVCC Standard Specification Drawings	Information on Council's Standard Drawings	<p>I acknowledge anything constructed in a Council road reserve must be constructed using a Council approved Standard Drawing.</p> <p>Signed  _____</p> <p>Dated _____</p>
Utilities works	Gas, water and stormwater works	For information only.

Attach additional information as an Appendix.

14. Other permits to consider

- > Works outside of the site may require permit or Memorandum of Authorisation (MOA) from Responsible Authorities such as the National Heavy Vehicle Register (NHVR), VicRoads, Public Transport Victoria (PTV) or the Essendon Airport.
- > Refer to section **4.17 Other permits to consider** of Moonee Valley City Council's CSMP Guidelines for further information.



General matters	Details	Acknowledgement
Movement of heavy vehicles to and from the construction site	> attach NHVR permit or consent	<p>I acknowledge that I must obtain a road access permit for heavy vehicles from the NHVR.</p> <p>Signed </p> <p>Dated _____</p>
Works within VicRoads	> attach VicRoads permit or MOAs	<p>I acknowledge that I must obtain a permit or MOA from VicRoads.</p> <p>Signed </p> <p>Dated _____</p>
Works near tram infrastructure	> attach permit or consent	<p>I acknowledge that I must obtain a permit or MOA from VicRoads.</p> <p>Signed </p> <p>Dated _____</p>
Crane heights and Obstacle Limitation Surface (OLS) of airspace	> consult with Essendon Airport and obtained relevant approvals	<p>I acknowledge that I must consider the OLS and consult with Essendon Airport and obtain relevant approvals.</p> <p>Signed </p> <p>Dated _____</p>

Attach additional information as an Appendix.



15. Trees

- > The planning permit must be carefully read and conditions followed, in particular conditions relating to the retention or management of existing vegetation.
- > Tree Management Plan to be included in CSMP.
- > Refer to Section **4.18 Trees** of Moonee Valley City Council's CSMP Guidelines for further information.

General matters	Details	Acknowledgement
Any specific Planning Permit conditions relating to the retention and protection of the vegetation/trees on the site or neighbouring properties must be complied with	<ul style="list-style-type: none">> permit condition> arborist report> Tree Management Plan	<p>I acknowledge any planning permit conditions relating to the removal of trees from the site.</p> <p>Signed  _____</p> <p>Dated _____</p>
Except where a person is employed by a service authority or by Council and is acting in the course of his or her employment, a person must not, without a permit destroy, damage, deface, remove or cause detriment to any: <i>10.2 (a) tree, shrub or plant</i>	<ul style="list-style-type: none">> attach any permits <p>See attached Tree Removal Permit #PT-2019-022-Review-2</p>	<p>I acknowledge any that a permit must be obtained in accordance to the <i>General Purpose Local Law 2008</i>.</p> <p>Signed  _____</p> <p>Dated _____</p>

Attach additional information as an Appendix.

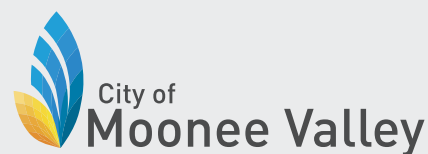
Moonee Valley Language Line

عربي	Arabic	9280 0738	Ελληνικά	Greek	9280 0741	Español	Spanish	9280 0744
中文	Cantonese	9280 0739	Italiano	Italian	9280 0742	Türkçe	Turkish	9280 0745
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All other languages 9280 0747

National Relay Service 13 36 77 or relayservice.gov.au

Moonee Valley City Council
9 Kellaway Avenue PO Box 126 Moonee Ponds VIC 3039
Telephone: 03 9243 8888 Fax: 03 9377 2100
Email: council@mvcc.vic.gov.au Website: mvcc.vic.gov.au



Application Number: PT-2019-022-REVIEW-2
Enquiries: Kayde Robinson

29 November 2019

Hamton Hostplus JVMV Pty Ltd
PO Box 1195
KENSINGTON VIC 3031

Dear Joseph Indomenico (Tract)

APPROVAL – REMOVAL OF CANOPY TREES

Following an assessment and review of your application and any additional information provided, a permit is enclosed for the removal of eighteen Canopy Trees (**Trees 1,2,3,4,11(transplant or replace like for like ie. Same height & DBH) ,26,28,29,31,32,33,34,35,37,39,40,48,51** as per the Arboricultural Assessment provided) located at 33 Dean Street, Moonee Ponds (Moonee Valley Racecourse). The permit has been issued in accordance with clause 6.3(a) of Council's *Activities & General Amenities Local Law 2018*.

Please note, that the attached permit has specific Conditions that must be complied with within the required timeframes. Any Condition that is not met will void the permit and subsequently you will be in breach of clause 4.31.1 and 4.31.2 of Council's *Activities & General Amenities Local Law 2018* and liable for any replacement costs and enforcement associated with removal, destruction or damage of the tree.

Any Condition requiring a new tree(s) to be planted must be undertaken to the satisfaction of Council. Subsequently, in accordance with the permit Conditions, you are required to submit photographic evidence of the new tree(s) that have been planted on your property.

Should you have any further questions, please contact Council on 9243 8888 between 8:30am and 5:00pm Monday to Friday.

Yours faithfully,



Kayde Robinson
Inspecting Arborist

Application Number: PT-2019-022-REVIEW-2
Enquiries: Kayde Robinson

PERMIT

APPLICANT	PROPERTY	SPECIES	TERM	FEE
Hamton Hostplus JVMV Pty Ltd	33 Dean Street, Moonee Ponds (Moonee Valley Racecourse) MOONEE PONDS VIC 3039	Multiple Tree Species – Refer to Arboricultural Assessment by Arbor Survey. See table below.	12 months from date of this permit	No fee

Table 1: Trees Requiring a Local Law Permit

Tree No.	Botanical Name	Common Name	DBH (cm)	Basal Dia (cm)	Protection Value	Permit Req?
1	<i>Ligustrum lucidum</i>	Privet	21/15	30	None	Yes (b)
2	<i>Magnolia grandiflora</i>	Bull Bay Magnolia	35	44	None	Yes (a)
3	<i>Syzygium smithii</i>	Lilly Pilly	13/14/17	29	None	Yes (b)
4	<i>Metrosideros excelsa</i>	New Zealand Christmas Tree	14/18/22/22	40	None	Yes (b)
11	<i>Phoenix canariensis</i>	Date Palm	110	150	High	Yes (a) & (c)
26	<i>Pittosporum undulatum</i>	Sweet Pittosporum	20/16/32	45	None	Yes (b)
28	<i>Arbutus unedo</i>	Irish Strawberry Tree	53	65	Moderate	Yes (a) & (c)
29	<i>Syzygium smithii</i>	Lilly Pilly	16/22	25	Moderate	Yes (b)
31 (3 TREES)	<i>Syzygium smithii</i>	Lilly Pilly	18/22	28	Moderate	Yes (b)
32	<i>Syzygium australe</i>	Brush Cherry	35	45	Moderate	Yes (a)
33	<i>Syzygium australe</i>	Brush Cherry	45	55	Moderate	Yes (a) & (c)
34	<i>Melaleuca linariifolia</i>	Snow in Summer	20/25	35	None	Yes (b)
35	<i>Melaleuca styphelioides</i>	Prickly Paperbark	62	75	Moderate	Yes (a) & (c)
37	<i>Magnolia grandiflora</i>	Bull Bay Magnolia	35	45	Moderate	Yes (a)
39	<i>Syzygium smithii</i>	Lilly Pilly	22/20	35	None	Yes (b)
40	<i>Acer sp.</i>	Maple	27/15	39	None	Yes (b)
48	<i>Araucaria heterophylla</i>	Norfolk Island Pine	35	40	Moderate	Yes (a)
51	<i>Araucaria heterophylla</i>	Norfolk Island Pine	39	45	Moderate	Yes (a)

* Note: DBH (cm) is the diameter at breast height (approx. 1.5m from natural ground level), Basal Dia (cm) is the diameter of the trunk above the root flare.

CONDITIONS


- Tree 11 – *Phoenix canariensis* to be either transplanted or replaced like for like (same height and DBH) into Tote Park.

A Tree Management/Establishment Plan by a suitably qualified Arborist is required for the subject tree to be transplanted or replaced successfully with a two year establishment period ensuring its survival. This Plan is to be submitted to council.

Please call Councils Arborist if more information is required for this condition.

- Due to the nature and scale of the work, (noise, dust, potential traffic issues) surrounding residents must be given adequate notice of the timing and nature of the works prior to the trees removal. This notice must be forwarded to Council before works commence.
- The permit applicant must ensure that the property owner and any contractor working on the property are aware of the requirements of the conditions of this permit.
- The permit will expire within 12 months from the issue date.

Note: this permit is not transferrable or saleable. Enclosed is the policy and guidelines for your perusal. If you have any enquiries please call me on 9243 8888.

Issue Date: 29 November 2019	Signed: 
Permit Expiry Date: 29 November 2020	
Issuing Officer: Kayde Robinson	

Moonee Valley City Council

9 Kellaway Avenue Moonee Ponds | PO Box 126 Moonee Ponds Victoria Australia 3039 | DX 212139
Phone 03 9243 8888 Fax 03 9377 2100 Email council@mvcc.vic.gov.au

mvcc.vic.gov.au

Construction Overview

The Moonee Valley Park Stage A Townhouses project, named 'Feehan Row' in Moonee Ponds will be built over the next two years and will consist of 67 townhouses located on the western side of the Moonee Valley Racecourse.

The project is the first stage of the redevelopment of the Moonee Valley Racecourse precinct, which is one of the Melbourne's preeminent urban renewal projects. The development is in partnership with Moonee Valley Racing Club and Hamton Pty Ltd and will be built by Camillo Builders Pty Ltd.

The project site frontage is along McPherson St with a proposed extension to Kenna St to be constructed during the project that will divide the two new separate north and south blocks of buildings. Throughout the Moonee Valley Racecourse preparatory and enabling works are underway to be ready for the commencement of Stage A.

In Moonee Valley Park Stage A Project we are building:

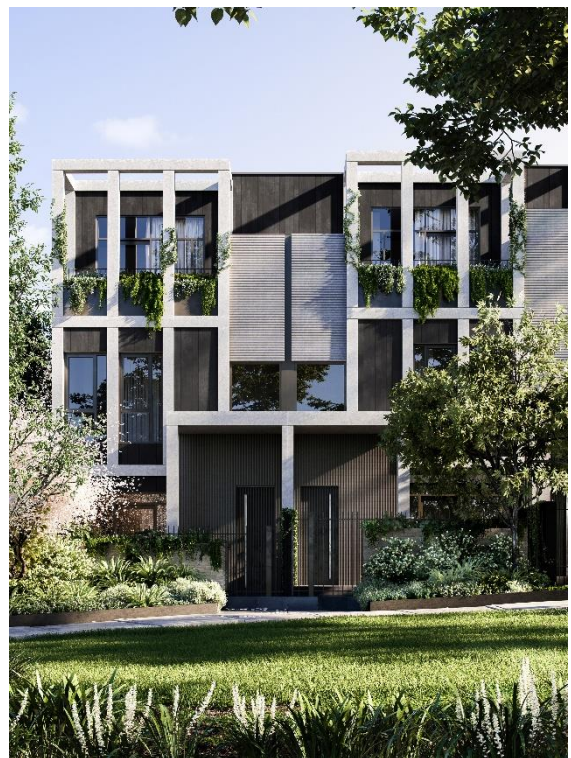
- **67 Townhouses in two separable portions**
- 36 North Townhouses to be commenced first
- 31 South Townhouses to be commenced approximately 4-6 months later

Construction Period

- 2 year construction period
- Demolition / Site Clearing – 4 weeks
- Excavation / Retention – 8 months
- Construction – 16 months

Key Construction Works

- Construction of two single level basement carparks including perimeter retention systems with piles
- Concreting works to basement slabs and ground floor slabs
- Up to 2 x tower cranes to be installed to help facilitate construction and loading activities
- All Townhouses are 4 storeys in total with 3 storeys above the ground with 1 level in the basements
- All works above ground will be lightweight townhouse construction
- External pavement works with soft and hard landscaping
- Kenna St extension



Managing Construction Impacts

Traffic and Access

During the construction period, Camillo Builders are committed to minimizing the construction impact to local traffic and residents along McPherson St and immediate areas to the project site.

In order to help effectively control traffic and site access and reduce the impact to local traffic circulation surrounding the project site, Camillo Builders have developed specific Construction Traffic Management Plans (CTMPs) in consultation with Moonee Valley City Council.

The CTMP's will help ensure safe and efficient construction traffic movements into and out of the project site. We also note the following:

- **McPherson St, Kenna St and Coats St traffic conditions:**

Traffic conditions along McPherson St and eastern end of Kenna St will be managed during construction to ensure effective traffic movements in line with the Traffic Management Plans developed in consultation with Moonee Valley Council.

Primary Truck Path - McPherson St will be used as the primary traffic path for construction vehicles with a new crossover at Kenna St the main gate for site access. Noting that this new entry point will become a permanent Kenna St extension upon handover of the project – known as Gate 1. This path will be used by larger construction trucks, including semi-trailers, flat-bed trucks, concrete trucks and tipping trucks.

Alternate Truck Path - A secondary truck path is via Thomas St and through the Gate 10 entrance to Moonee Valley Racecourse if required during busy construction periods e.g concrete pour days. This alternate route would be used to help alleviate pressure on traffic volumes on McPherson St. During the completion stages of the project, street and footpath occupation may be required in order to construct the new planned roadways and make good. Some authority upgrade works that may also affect McPherson St traffic and will be updated on Traffic Management plans accordingly by the relevant authorized contractors.

- **McPherson St Pedestrian Footpaths:**

Pedestrians will be encouraged to use the opposite footpath on McPherson St where possible however, the McPherson St western footpath will remain open unless otherwise permitted. The eastern footpath on McPherson Street will be partially occupied during certain stages of the project.

- Permits for proposed future partial road and footpath occupations, closures or work zone will be applied for as required during certain stages on construction with Moonee Valley Council as per the Responsible Authorities' process however the majority of works will be completed from within the project site.

Construction Noise

During construction strict controls are in place to make sure construction noise is well managed and complies with EPA Victoria guidelines. The hours of operation for the construction works on site will be as follows:

Hours of Operation: **7:00am to 6:00 pm, Monday to Friday**

9:00 am to 3:00 pm on Saturdays.

No work on Sundays or Public Holidays.

The builder to acknowledge that no work is to be carried on outside these times, without prior consent from Council's Statutory Planning Department.

Subcontractor / Trades Parking

- Some subcontractor parking will be accommodated onsite throughout construction; however, contractors will be asked to utilize sustainable transport modes such as the local trains, trams and buses as much as possible.
- The Moonee Valley Racing Club has also agreed to provide sufficient parking spaces for all subcontractors and suppliers within the racecourse infield and existing car parking zone as required.

Environment Management

The control measures of sediment control, dewatering of work sites (if required), erosion & dust, air quality (plant emissions), noise & vibration, managing construction waste, storage of fuels & chemicals, dirty roads and management of stockpiles will be in place and in accordance with EPA Guidelines and Camillo Builders' Environmental Management Plan.

Dust

- Dust generated from the excavation process will be managed by the regular watering of trucks leaving the worksite and the driveways.
- Frequency of watering will be dependent on weather conditions and the conditions of the soil. Once the excavation process is underway it is expected the risk to airborne dust and its exposure to public and surrounding buildings will be reduced due to the depth of the excavation. This will be further reduced once the basement slab is completed as this will encapsulate the entire site footprint.
- Sufficient controls will be in place to ensure external roads and footpaths are kept clean and safe for vehicular and pedestrian traffic.

Sediment Control

It is proposed that the following control measures will be put in place to contain dust, dirt and mud within the site:

- Regulation of vehicular site access Western side of the site (McPherson St).
- Site entry and general traffic routes will be provided with a stable crushed rock surface to prevent mud and debris leaving the site
- Rumble grids will be maintained at all vehicular exits from the site
- All trucks and other construction vehicles leaving the site will have wheels and tyres cleaned of debris in a designated area within the site.
- All streets will be inspected daily and swept to the satisfaction of the relevant authorities as required
- Shade cloth will be used on all scaffolds systems where works involved are deemed to be emanating dirt and dust
- Shade cloth will be used on all access gates.

Stormwater Control

- All stormwater/drainage pits are to be protected from the possibility of any solids being washed into them.
- This will be via means of screens, mesh and other physical filtering items. Vehicular washout areas will be initially located on a pervious area located at the vehicular exit on McPherson St.
- These will consist of shaker grids at the entrances and hardstand surface to allow washing down prior to the trucks leaving the site.

Waste & Materials Management

- **Construction waste** - will be managed by a number of waste bins located across the site which will be used to collect all trade waste and litter generated from the site. These waste bins will be moved around the site via site labour, man and materials hoists and site cranes to a central site skip for removal off site.
- **Skips/bins** - will generally be located within the site or within the designated work zone on McPherson St in accordance with City of Moonee Valley permit conditions. This will enable waste reciprocals to be transported via the man and materials hoist and disposed of into the skip.

Site Security

The site will have a minimum 2.1m high solid timber hoarding or existing fencing with shade cloth along all street frontages and will be accessed via inward-opening gates on which will be fitted with chains and locks. The hoardings are to be kept clean and free of posters and graffiti.

Contact Us

Camillo Builders Pty Ltd / Crema Group

262 Salmon St
Port Melbourne VIC 3207
E: info@crema.com.au
T: 03 9646 2188
W: www.crema.com.au

Key Site Contact Numbers:

Camillo Builders - Project Manager – Scott Clouston
Ph: 03 9646 2188 | e: scott.clouston@camillo.com.au

Moonee Valley City Council - Ph: 03 9243 8888

*Version – For Approval – Rev 1
Dated – 21 February 2020*



CONSTRUCTION & SITE MANAGEMENT PLAN (CSMP)

Moonee Valley Racecourse (MVRC) Stage A – Townhouses - 'Feehan Row'



Planning Permit:
CSMP Site Location:
CSMP Date:
CSMP Version:

Permit Number MV/222/2018 – 33 Dean St, Moonee Ponds
2B McPherson St, Moonee Ponds
23 March 2020
For Approval – Rev 3



Site Locality Plan



262 Salmon Street
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PREPARED BY

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1. INTRODUCTION

1.1. PROJECT DETAILS, SITE DESCRIPTION & LOCATION

The site for the proposed Stage A 67 townhouses redevelopment of Moonee Valley racecourse is located at 2B McPherson St, Moonee Ponds on the western side of the Moonee Valley Racecourse carpark, addressed as 33 Dean St, Moonee Ponds in the planning permit.

The indicative site extent of this development is as follows:

- 141.5m on the west and south boundaries (McPherson St)
- 49.5m on the north and south boundaries (Within MVRC)

1.2. PROJECT TIME-LINES

The project is approximately 23 months in duration for two separable portions, **North (SP1)** and **South (SP2)** including the following stages which are due to commencement following completion of enabling works within McPherson St and subject to Council approval:

- Demolition/ Site Preparation 4 weeks
- Excavation/ Retention 7 months
- Construction 15 months

*Refer to
Appendix III*

Preliminary Construction Program

1.3. TYPE OF CONSTRUCTION

The project involves the construction of 67 high-end townhouses across two separate basements. The north buildings will comprise 36 townhouses and the south buildings will consist of 31 townhouses and associated hard and soft landscaping. Approval is currently being sort via secondary consent for an additional 4 townhouses in the South building, Separable Portion 2 (SP2).

The townhouses will be constructed on top of the two extensive ground floor slabs and light-weight framing with fibre cement and brickwork cladding. Townhouses that are joined will share parti-walls with blocks of 'Homes' and 'Terraces' being articulated above ground.

Townhouses also extend down into the basement level with a mixture of bedrooms, bathrooms, garages, storage areas and secluded POS in some cases. Site retention & bulk excavation works are required for the large single level basements for both buildings.

Due to the staging of the North (SP1) and then South (SP2) buildings during construction and the size of the project site, there will be up to 2 tower cranes installed to manage heavy lifting during the major stages of construction activities as well as mobile cranes being used for materials handling. For all heavy craneage, lifts will be conducted within site boundaries, construction zones at all times or within other zones approved under Council permits.

Manitou and/ or forklift type plant and equipment will be used along with crane trucks to facilitate deliveries, loading, unloading and handling of general materials where possible. EWP's and knuckle booms and scaffolding will be used to access high level basement services and externals with scaffolding also to be installed to construct the upper levels.

1.4. ABOUT THE CSMP

This report deals with the impact of on-street construction issues and the management of traffic and the safety of the general public as well as considerations of the adjoining Moonee Valley Racecourse and the MV Racing Club.

The report, in raising these issues, all of which have an impact on vehicular/pedestrian traffic, residents & traders, sets out how the building contractor will manage on-street building activity during the various construction stages.

The building contractor is to communicate to all sub-contractors/ trade persons operating at the site to make them aware of the contents of this Construction Site Management Plan (CSMP). A comprehensive Construction Traffic Management Detailed Plan – ALT191036VIC-F03 has also been enclosed in Appendix I, with the associated site layout plan and traffic management plans included in Appendix II attached to this report. The plans detail pedestrian and traffic management controls to be implemented during the various stages of construction.

Other plans show the typical site set-up: e.g. a locality plan of the site and immediate surrounding area, public protection treatments and proposed conditions on a typical work- day amongst them. These plans will be used in gaining Council and other relevant authorities' approvals for various permits.

The control measures of sediment, dewatering of work sites (if required), erosion & dust, air quality (plant emissions), noise & vibration, construction waste, storage of fuels & chemicals, dirty roads and management of stockpiles are also outlined in detail in the Environmental Management Plan in the appendices.

1.5. SITE ISSUES/IMPACTS

Site and neighboring issues considered in this report include:

(1) McPherson St Pedestrian Footpaths:

The eastern footpath on McPherson Street will be *partially* occupied post completion of the ground floor slab of each building with a least 1.5m clearance for pedestrians still provided during the earlier stages of construction with timber hoarding providing protection from the construction site. At a later date, during the staged lock-up, fit-out and completion works and at other permitted times approved by Council, partial foot path occupation will be required. Also, at times, carpark occupation for work zone will be required to facilitate completion of works.

(2) McPherson St, Coats St and Kenna St traffic conditions

Traffic conditions along McPherson St and where junctions occur with Coats and Kenna St will be managed during construction to ensure effective traffic movements in line with the Traffic Management Plans developed in consultation with Moonee Valley Council.

Primary Truck Path - McPherson St will be used as the primary traffic path for construction vehicles with a new crossover at cnr McPherson and Kenna St to be the main gate for site access (noted as Gate 1 on the CTMPs enclosed). Noting that this new entry point will become a permanent Kenna St extension upon handover of the project.

Alternate Truck Path – a secondary truck path (vehicles less than 12.5m long) is also shown accessing the site via Gate 10 of the Moonee Valley Racecourse via Thomas St

exiting down to Wilson St to the east to Victoria St, if Council deem this necessary to be used as an alternate route for a portion of construction traffic during busy construction periods with higher volumes of truck traffic eg. concrete pour days. This alternate route is shown on the TMPs enclosed and has been revised to suit Council's request to redirect traffic via Thomas St and exiting north-east to the arterials via Victoria St. Wilson St will not be used as this alternate truck path. This will help ease pressure on McPherson during busy construction periods as discussed with Council.

During the completion stages of the project, these streets may be impacted in order to construct the new planned roadways and make good. Some authority upgrade works that may affect McPherson St traffic will be updated on Traffic Management plans accordingly by the authorized contractors.

Permits for proposed future road and footpath occupation zones, work zones, openings or closures will be applied for as required during certain stages on construction with Moonee Valley Council as per the Responsible Authorities' process.

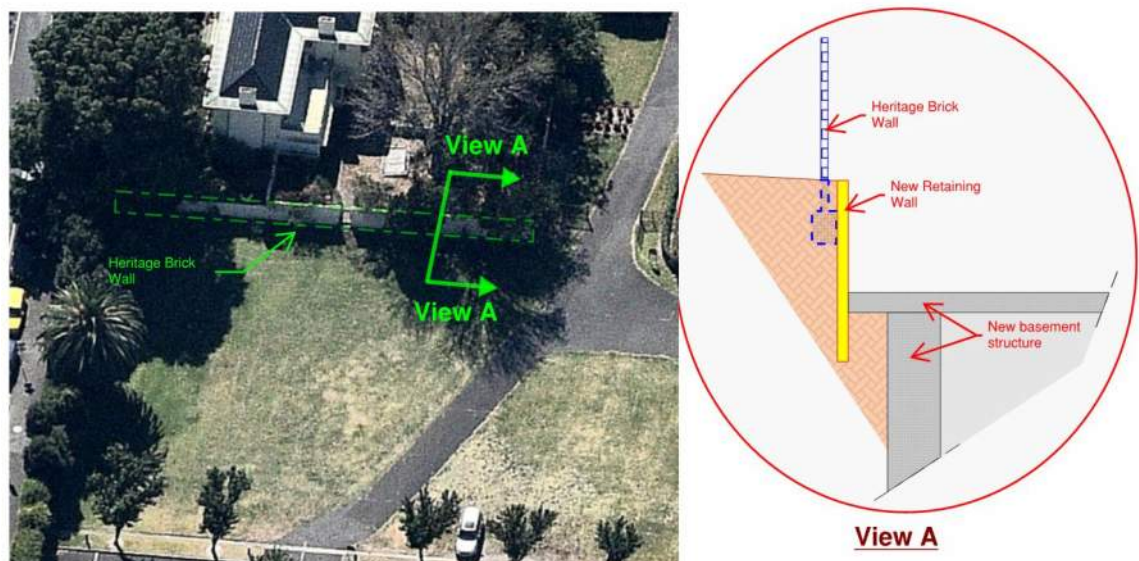
1.6. PLANNING PERMIT REQUIREMENTS

The main construction management issues as highlighted in **City of Moonee Valley permit number MV/222/2018** – Condition 10. Relate to the Construction and Site Management Plan which will be submitted for Council's review and consent prior to commencement of the works.

1.6.1. Condition 11 – Heritage Protection Construction Methodology

As per Condition 11 of the Planning Permit and as stated within the Heritage Impact Statement (HIS) issued with the permit application, the south perimeter brick wall to the Club Secretary's House Site at Moonee Valley Racecourse has heritage significance. As such, a heritage protection construction methodology is required for works within proximity of this existing brick wall which is located to the adjoining north boundary of the project site. Noting that the architectural and structural design has been developed with consideration made to the proximity of the heritage brick wall of the Club Secretary's House.

An accredited geotechnical engineer has completed an assessment of the existing wall and its footings. This assessment formed the basis of the heritage protection works and construction methodology which includes a new engineered retaining wall and strengthening of the footing of the heritage wall. As illustrated in the diagram below:



The final design of the heritage protection works will retain and support the existing ground adjacent to the brick wall foundations to ensure minimal impact and settlement and prevent undermining of the footings during retention and construction works. A Regulation 126 Certificate from a Registered Engineer will be provided with the final design.

A Dilapidation Study of the existing brick wall will also be carried out prior to any works being undertaken to document the condition of the heritage brick wall to the southern perimeter of the Club Secretary's House. As the current use of the heritage premise is for the operation of a childcare business, any works to the heritage wall will be scheduled when no children are within the immediate area with OHS protocols in place to ensure a safe working zone.

2. CONSTRUCTION MANAGEMENT

2.1. SITE ESTABLISHMENT

2.1.1. *Site Sheds/accommodation*

Management Amenities and Site Office

The location for the site offices and amenities for management will be in the majority contained within the designated north east contractors' area within Moonee Valley Racecourse which is to be provided under the consent of the MVRC. We are intending to utilise standard construction site offices, lunchrooms and amenities for the duration of the project.

Construction workers amenities

The location for the lunchrooms and amenities for subcontractors will be within the same designated north east contractors' area within Moonee Valley Racecourse and provided under the consent of the MVRC. We are intending to utilise standard construction site lunchrooms and amenities for the duration of the project.

These will include portable amenities as required to accommodate the required numbers of workers on site. The site setup will be done with the interests of local residents, patrons and staff of MVRC and other neighbouring property users in mind and to minimize disruption and nuisance.

Site Staging Plans

The two separable portions of the project SP1 (North Building) and SP2 (South Building) will be constructed in two stages with SP1 to commence initially and SP2 to follow thereafter within 3-4 months. We refer to the Construction Traffic Management Detailed Plan provided within Appendix I – ALT191036VIC-F03-REP001-F02 and the Site Layout Plan / Traffic Management Plans in Appendix II for more information related to site staging and construction layouts.

2.1.2. *Site Operations – General*

All traffic management measures comply with provisions of AS 1742.3 – 2009: Manual of uniform traffic control devices (Traffic control devices for works on roads) along with the Road Management Act 2004 (Code of Practice Worksite Safety – Traffic Management). The movement of vehicles and their starting and finishing times will need to be determined by the effect it has on the movement of local traffic as not to cause congestion during peak times.

2.1.3. Site Security

The site will have a minimum 2.1m high solid timber hoarding or existing fencing with shade cloth along all street frontages and will be accessed via inward-opening gates on which will be fitted with chains and locks. The hoardings are to be kept clean and free of posters and graffiti.

Signage specifying site rules and key contact details, including a 24 hour contact name and number will be erected on the perimeter of the building site. It is expected that the site will have four gated vehicular entries, with the **one main access gate via McPherson St (opposite Kenna St)** on the western side of the site and secondary access gates opening within MVRC side of the site.

There will be a minimum of two site personnel gates to be provided to the site. One will be located on McPherson St. During work hours the entry points will be signed as No Public Access or supervised by site personnel. Out of hours these gates will be locked and site perimeter security monitoring will be installed as required dependent on stage of construction.

*Refer to
Appendix II*

Site Layout and Traffic Management Plans

2.1.4. Dilapidation Report

A dilapidation report will be commissioned by a qualified contractor and provided prior to the commencement of works on site. This plan will detail all existing site and immediate neighboring conditions prior to the commencement of the construction works and will include a dilapidation of McPherson St from Thomas St to Deans St as per Council's request.

2.1.5. Mobile Cranes

Mobile cranes will be used for materials and management of lifting during the all stages of construction activities for the north and south buildings, which are now to be constructed in two stages. For all heavy crange, lifts will be conducted within site boundaries, construction zones at all times or within other zones approved under Council permits if required.

*Refer to
Appendix II*

Site Layout and Traffic Management Plans

2.1.6. Personnel / Materials Hoist (Alimak)

Man and material hoists (Alimaks) will not be required as part of this project due to the low rise type of construction, however, at certain stages scaffold and protection handrail systems will be used to provide safe access for workers and materials onsite.

*Refer to
Appendix I*

Site Layout and Traffic Management Plans

2.1.7. Tower Cranes

Due to the staging of the north and then south buildings during construction and the size of the project site, there will be up to 2 tower cranes installed to manage heavy lifting during the major stages of construction activities. The tower cranes will be an electric hammerhead crane type, this will be set up on the eastern sides of the north and south buildings and loading out of the construction / works zones all within the title boundary and approved MVRC contractor zones.

For all heavy crange, lifts will be conducted within site boundaries, construction zones at all times or within other zones approved under Council permits.

2.1.8. Footpath Occupation & Work Zone

During the **framing and fit-out stages of construction** for both the north and south buildings, partial footpath occupations will be required along the McPherson St frontage of the project site to facilitate these works and it is proposed to partially occupy the footpath during these periods as a measure to protect all pedestrians, but help facilitate completion of the townhouses. Timber hoarding is proposed to be mounted over the footpath and will be the protection barrier from the 1.5m pedestrian clearance still provided on the footpaths.

Please note that during the fitout and completion stage of each separable portion, a work zone may be applied for to facilitate deliveries into townhouses subject to Council approval. The footpath at this stage would still be open and temporary fencing will be providing site boundary security.

As such changes to existing parking conditions will be required as follows:

McPherson St Frontage - Work Zones and direct access during framing and fit-out stages

Proposed work zone to be established along McPherson St within existing parking bays during fit-out and completion stages provide direct access for construction vehicles only and facilitate delivery of materials or access to the front of each of the new townhouses being completed on McPherson St frontage.

Permits will be applied for in these cases. Where works zones are proposed to extend beyond the title boundary to facilitate access during the framing and fit-out stages, relevant Council permits will be sought.

2.1.9. Generally

The majority of main construction activities will be carried out within the title boundary and project site for the duration of construction, with exception for certain times within footpath occupation areas provided during the framing and fit-out stages for the townhouses fronting McPherson St.

The works for loading and unloading of materials within the project site include but are not limited to:

- Set up for the excavator and loading trucks
- Piling works
- Mobile crane and crane truck use
- Concrete Agitators
- Mobile concrete pumps
- All Tower crane lifting operations
- Bin collection and replacement
- All construction deliveries
- Use of mobile plant, forklifts, EWP's and Knuckle Booms

The public and construction works will be protected from the work zones with hoarding, temporary fencing, screens, existing fencing with lockable gates as required dependent on the stage of construction.

Refer to

Appendix II

Site Layout and Traffic Management Plans

2.1.10. Bulk Excavation/ Site Retention works

Major bulk excavation works/site retention will be conducted for the provision of the two large single level basements in two stages with works on the North building (SP1) to commence initially prior to the commencement of the South building (SP2) at some stage. Retention piling system will be constructed around each basement perimeter due to the soil conditions that are prevalent in the area and the location of the basement walls with relation to the boundary.

The structural design specifically considers retention of all boundaries and constructed in a sequence.

- 1) Construction of retention piles
- 2) Construct capping beam
- 3) Excavate down to enable installation of first level of shotcrete
- 4) Excavate down to bottom of basement for second shotcrete
- 5) Complete bulk excavation to underside of the B1 slab on ground and complete shotcrete works
- 6) Complete detail exaction of all lower ground footings and services

The bulk of the excavation work will be completed with excavators situated within the project site. Excavation traffic to and from the site will be managed via an approved traffic management plans included with Appendix II, with a Traffic Controller situated in McPherson St as required to manage heavy traffic flow to and out of the site, as well as pedestrians on both streets. Staging of excavation trucks and trailers and tippers will be done on main arterial roads or within the available areas on the project site and space in accordance with current parking restrictions.

Refer to

Appendix II

Traffic Management Plans

2.1.11. Concrete Pumps & Agitators and Structure Construction

Concrete pumps will be set up within the site boundaries and located in the preferred eastern construction zones within the project site on the days of each concrete pour. Concrete agitators will be directed within the project site upon entering the McPherson St main gate to deliver concrete to the pumps. Staging of concrete agitators on pour days will be done within the project site and associated contractors' zones as much as possible or via other main arterials, in compliance with parking conditions to avoid disruptions to the residents.

Refer to

Appendix I and

Appendix II

CTMDP Report and Site Establishment Plans/

Traffic Management Plan

2.1.12. Sub –contractor Parking

A review of the local traffic conditions has identified that there is limited local long-term parking provisions in the area, however, due to the staged nature of the project and large project site area, some subcontractor parking will be accommodated onsite throughout

construction for approximately 60 cars within the project site area prior to commencement of SP2 and then approximately 100 additional cars within the MVRC in-field area provided, accessible via the lower end of Dean St. However, contractors will be requested to use sustainable Public Transport modes such as the local trains, trams and buses as much as possible.

To facilitate sub-contractors requirements for the storage of materials provision will be made for the construction of suitable site compounds on site to encourage the storage of tools and bulky goods on site so that public transport use is a feasible solution.

The Moonee Valley Racing Club (MVRC) and the Developer, Hamton Pty Ltd have resolved an off-site car parking strategy as mentioned above to provide additional sufficient parking for all site personal, sub-contractors and suppliers within the MVRC Infield. There will be a large number of spaces made available, approximately 100-120 car spaces. Noting all site personal, sub-contractors and suppliers will be instructed not to park in surrounding streets to help minimize impact to local residents. Instructions will be provided in Site Inductions & weekly Toolbox Meetings.

2.1.13. Elevated Work Platforms (EWPs, incl. Boom Lifts, Travel Towers, Cherry Pickers, Scissor Lifts, etc.)

Manitou and Forklift type plant and equipment will be used along with crane trucks for deliveries and loading where possible. EWPs and knuckle booms and scaffold will be used to access high level basement services and externals with scaffolding also to be installed to construct the upper levels. EWPs will be used within the site. It is not proposed to locate EWP's external to the site.

A Mobile Crane Permit and/or a Road/Lane Closure Permit will be obtained, should there be a need for EWP's outside the boundary footprint.

2.2. PUBLIC SAFETY, AMENITIES AND SITE SECURITY

The builder or relevant building surveyor is to submit a "Report & Consent" to Council along with any public protection drawings and other documentation that may be required, including structural drawings and specifications certified by an engineering building professional if needed.

2.2.1. Hoardings and Site Boundaries

The site will have a minimum 2.1m-high timber hoardings on McPherson St frontages at the time that the existing steel and wire fencing is dismantled. All hoardings will be accessed via inward-opening gates which will be fitted with chains and locks. The hoardings are to be kept clean and free of posters and graffiti.

Temporary fencing must be supported internally, where footings/supports do not protrude past the fence-line, causing tripping hazards.

Refer to Appendix II

Site Establishment Plans and Traffic Management Plans

2.2.2. Scaffolding

It is proposed that scaffolding will be required during the framing and fitout stages of the each separable portion to provide safe access for workers and completion of the works.

2.3. HOURS OF OPERATION, NOISE AND VIBRATION CONTROLS

2.3.1. Local Law Hours

Current City of Moonee Valley Council local laws requires that construction noise is permitted between the hours of **7:00am to 6:00 pm, Monday to Friday and 9:00 am to 3:00 pm on Saturdays.**

The builder to acknowledge that no work is to be carried on outside these times as well as on Sundays, ANZAC Day, Christmas Day or Good Friday without prior consent from Council's Statutory Planning Department.

All works will be undertaken in accordance with EPA guidelines. These approved hours of operation will be communicated to all workers via the site induction.

As the project will be adjacent to the Moonee Valley Racecourse, the Moonee Valley Racing Club has requested the following Blackout periods (no works to occur) to be factored into the program of works.

Blackout Periods by MVRC– unless otherwise approved by Moonee Valley Racing Club.

- 22 December to 5 January (Christmas Shutdown (adjusted to annual calendar)
- 2pm on any Fridays on which horse races are held (between August and March)
- 7 day period prior to Cox Plate
- Any other race days

Noting that construction hours of operation will be reviewed as required in cooperation with the Moonee Valley Racing Club and the key dates within the racing calendar each year.

2.3.2. Out of Hours

Any works outside the above hours will require an Out-of-Hours permit. Full details of the works will need to be advised in writing. Applications to be submitted in accordance with the permit requirements of City of Moonee Valley. All affected stakeholders are to be advised in writing prior to the activity and it is likely that out-of-hours permits will be required at certain times for concrete pours.

2.3.3. Noise & Vibration and Operating Hours

To ensure that nuisance from noise and vibration does not occur the following control measures will apply:

- Working hours to be in keeping with the local laws unless permitted otherwise
- **Limit activities which may cause loud noise to the working hours of 7am to 6pm Monday to Friday and 9am to 3.00pm on Saturday – with no work on Sunday or Public Holidays.**
- Advise local residents and Council when unavoidable out of hours work should occur.
- Fit and maintain appropriate mufflers on plant & equipment on site as required.
- Utilise equipment and works procedures that will contribute to reducing the level of noise on the construction site
- Regular audits conducted by Camillo to review the levels of Noise and Vibration are within acceptable levels
- All activities shall comply with the EPA Noise control guidelines 12 for construction

- Signage specifying key contact details erected on the perimeter fencing will provide concerns to be addressed at the source in the first instance.

2.4. AIR AND DUST MANAGEMENT

2.4.1. *Dirt, Dust & Debris Control/Street Cleaning*

As the existing carpark on the project site is the main construction element to be demolished, dust generated from this activity will be managed in the same way that dust generated from the excavation process will be managed by the regular watering of trucks leaving the worksite and the driveways. Due to the accessible conditions of the site it is not envisaged that dust will be a major issue if managed.

Frequency of watering will be dependent on weather conditions and the conditions of the soil. Once the excavation process is underway it is expected the risk to airborne dust and its exposure to public and surrounding buildings will be reduced due to the depth of the excavation. This will be further reduced once the basement slab is completed as this will encapsulate the entire site footprint. The site perimeter fencing will also act as a mitigant.

Sufficient controls will be in place to ensure external roads and footpaths are kept clean and safe for vehicular and pedestrian traffic. All precautions are to be taken to minimise debris being trailed onto the road. Crushed rock will be installed on the ramp into the site and a dedicated person will see to it that each vehicle that leaves the site has their wheels adequately cleaned to the satisfaction of Council.

Surrounding streets will be inspected daily and swept as required. Conditions of the roads will be monitored, and a street sweeper will be employed to sweep or wash down as required. At no time will debris be left on the road. The road(s) will be cleaned up to the stage where it is safe prior to the street sweeper arriving.

2.4.2. *Diesel Generators*

Diesel generators may be required to provide power to the tower cranes, if sufficient power supply is not be available from the street. Its location will be such as to not impact on neighbours with noise or fumes and will be contained within the project site and contractors zone.

2.5. STORMWATER AND SEDIMENT CONTROL

2.5.1. *Sediment control*

It is proposed that the following control measures will be put in place to contain dust, dirt and mud within the site:

- Regulation of vehicular site access Western side of the site (McPherson St).
- Site entry and general traffic routes will be provided with a stable crushed rock surface to prevent mud and debris leaving the site
- Rumble grids will be maintained at all vehicular exits from the site
- All trucks and other construction vehicles leaving the site will have wheels and tyres cleaned of debris in a designated area within the site.
- All streets will be inspected daily and swept to the satisfaction of the relevant authorities as required
- Shade cloth will be used on all scaffolds systems where works involved are deemed

- to be emanating dirt and dust
- Shade cloth will be used on all access gates.

2.5.2. Stormwater Control

All stormwater/drainage pits are to be protected from the possibility of any solids being washed into them. This will be via means of screens, mesh and other physical filtering items. Vehicular washout areas will be initially located on a pervious area located at the vehicular exit on McPherson St. These will consist of shaker grids at the entrances and hardstand surface to allow washing down prior to the trucks leaving the site.

During the project, the pervious area will be replaced by a wash down zone within the work zone. During this time all wash down residue will be contained within an area with a sand filtration bund until such time as the contained material can be shoveled up and disposed of into waste collection bins in site. At no time will concrete residue be allowed within the stormwater system.

The building's stormwater system shall be constructed as soon as possible to assist in the collection of rainwater and prevent sediment entering the waterways. Where possible temporary downpipes will also be installed to aid in the stormwater collection and removal.

Where required temporary pumping facilities with filtration systems will be provided to move the collected stormwater to the existing stormwater system via the legal point of discharge. No stormwater will be permitted to enter into the sewer systems.

Pumps will be checked on a regular basis, particularly before extended breaks, weekends, rostered days off and forecast large rainfalls to ensure that the temporary system is in working order. As the natural ground level and the proposed final excavation level is below street level, it is not expected that natural rainwater run off to adjoining properties will be an issue.

Facilities will be provided on site for the safe storage and cleaning out of painting equipment in accordance with EPA guidelines and the requirements of Local Law 2009. Cleaning facilities with filtration systems will be used established to ensure that contaminated water does not enter the stormwater or sewage systems.

As the site will have a fully engineered wall retention system, it is not expected that stormwater control will pose any risk of structure damage to adjoining properties.

*Refer to
Appendix VII*

Environmental Management Plan

2.6. WASTE AND MATERIALS REUSE MANAGEMENT

2.6.1. Waste Management

During the project, construction waste will be managed by a number of reciprocals located across the site. These reciprocals will be used to collect all trade waste and litter generated from the site. These reciprocals will be moved around the site via site labour, man and materials hoists and site cranes to a central site skip for removal off site.

2.6.2. Skips/Bins

Skips/bins will generally be located within the site or within the designated work zone on McPherson St in accordance with City of Moonee Valley permit conditions. This will enable waste reciprocals to be transported via the man and materials hoist and disposed of into the skip.

2.6.3. Minimizing Packaging requirements

Subcontractors will be encouraged to minimise waste generated from packaging materials. Conditions predicated waste minimization will be incorporated within contract conditions to ensure that unnecessary packaging is reduced and recycled materials are encouraged.

2.6.4. Litter

Garbage bins with lids will be located within the site for all litter (including items such as cement bags, food packaging and plastic strapping). Litter bins will be emptied from site as required to ensure that bins do not over flow. Litter bins will be lined with plastic bags and tied off once litter bins are full. Tied off litter bags will be placed in skips to ensure litter does not become airborne.

2.6.5. Waste Collection

Waste collection will only be removed during construction work hours.

2.7. TRAFFIC MANAGEMENT

2.7.1. Site Operations

All traffic management measures comply with provisions of AS 1742.3 – 2009: Manual of uniform traffic control devices (Traffic control devices for works on roads) along with the Road Management Act 2004 (Code of Practice Worksite Safety – Traffic Management).

The movement of vehicles and their starting and finishing times will need to be determined by the effect it has on the movement of local traffic as not to cause congestion during peak times.

Refer to Appendix II

Traffic Management Plans

All crane lifts and unloading of delivery vehicles will occur within the designated loading zones as indicated within this CMP or in areas permitted through the process of an occupation permit, ensuring safety and minimal inconvenience to local residence.

2.7.2. Truck Access/Egress

Refer to the attached Traffic Management Plans in Appendix II, which has been prepared for the project which outlines the requirements for traffic controllers, signage and provides sweep diagrams for the proposed traffic movements.

Excavation Stage

Due to the shape of the site and the depth of the basement During the excavation phase, trucks will enter and exit the site via McPherson St under approved traffic management plan conditions and under the guidance of traffic controllers.

This location has been determined to enable tipper trucks to enter and exit the site from McPherson St in a front facing direction plus there is a main pedestrian crossing opposite the site.

Construction Stage

Primarily, most trucks accessing the site will be required to drive down McPherson St in a north direction and enter the project site via the main gates on McPherson St and exit out via the same point or alternatively, subject to Council and MVRC approval.

Secondary access will be via Gate 10 to MVRC on Thomas St and then Wilson St to the east and entry to site via the eastern gates as an alternate route that could be used if deemed necessary during busy construction activity days e.g. concrete pour days to alleviate unwanted pressure on McPherson St.

Noting VicRoads approval is **not** required for either McPherson or adjacent streets.

Truck staging areas, if required, are to be on main roads in a legal standing area to avoid congestion in the immediate vicinity of the site whilst other trucks are unloading. Trucks are not to stage on local roads surrounding the site and space within the project site will also be made available if possible within our dedicated contractors zone.

Any deliveries on to the site shall be within the confined hours of the relevant planning permit and that any necessary deliveries outside of permitted hours that an Out of Hours permit request is submitted to Council.

2.7.3. Delivery Frequencies

During the construction period it anticipated that there will be a minimum of 1 major concrete pour per week between at least late March 2020 and December 2020 then an increase of deliveries from a variety of different trades. Please refer to the extensive tables 7.1 & 7.2 shown within *Appendix I - Altus Traffic Engineering's DTMP Report - ALT191036VIC-F03-REP001-F02*.

The indicative expected weekly delivery deliveries during peak construction program for **each building** will include:

Activity	Delivery frequencies	Vehicle type
Demolition	Approx. 5 per day	19m Semi Trailer
Retention/ Excavation	Approx. 10-15 per day	Truck and Dog Trailer
Precast Panels	Approx. 10-12 of over 2 days	19m Semi Trailer
Formwork	Approx. 3 of over 3-5 days	19m Semi Trailer
Reinforcement steel	Approx. 4 of over 3-5 days	19m Semi Trailer
Services Deliveries	Approx. 4 of over 5 days	Flatbed Trailer
Concrete delivery	15-20 per pour day	8.8 m Tri Axle Concrete Agitator
Waste removal	Approx. 5 per week	Tandem Axle
Plasterboard	Approx. 1-2 per day	19m Semi Trailer
Miscellaneous minor deliveries	Approx. 10-15 of per day	Generally Tandem Axle or Flatbed

It is anticipated that there will be approximately 25-30 vehicle movements per working day at the peak of the project with both buildings under construction, except for concrete pour days which may see vehicle movements in the range of 30-40 per day per building.

2.7.4. Preferred Routes for Trucks

It is acknowledged that the impact of the deliveries to the site on the surrounding neighborhood and its amenities need to be controlled.

The following considerations and controls will be implemented and communicated to all subcontractors and their delivery contractors during contract negotiation and managed during construction.

- Ensure delivery vehicles travel routes are via arterial roads and not via residential backstreets
- Ensure that delivery vehicles are legally parked on arterial roads to avoid congestion in the immediate vicinity of the site while other trucks are unloading on site.
- Ensure trucks are not staged on local roads surrounding the site. Trucks to be staged within the project site and/ or in accordance with parking restrictions.
- Ensure that trucks used outbound lanes in the morning and inbound lanes in the afternoon when staging on arterial roads
- Ensure all staged vehicles turn off engines and observe EPA noise control guidelines

2.7.5. Impacts on Pedestrians and Cyclists

We consider that the project will have a small impact on pedestrian or cyclist traffic on McPherson St given that most works will be contained within the project site and MVRC property. Traffic controllers and appropriate signage are to be in place to manage pedestrians impacted by the project on McPherson St. For the majority of works the McPherson St frontage will be accessible for pedestrians to use.

2.7.6. Site Deliveries

The mobile cranes will provide the most direct means of distributing materials around site particularly during all stages of construction with tower cranes also to be installed for the major structure and framing / cladding stages of each building's works. During the finish's stages, mobile plant and equipment will become the primary means of materials distribution along with crane trucks where possible. This will be achieved by receiving materials via delivery vehicles within the project site. Materials will then be distributed from this area to loading areas via forklifts/ manitoux or crane truck.

As noted above, for framing/ fit-out / completion works to townhouses that front McPherson St, partial occupation areas and work zones will be required to provide safe and direct access for contractors and deliveries, however, these zones will be applied for under the relevant Council Permits with the preference to maintain 1.5 clearance for pedestrians. As new crossovers and external finishing works to the project will be constructed on McPherson St, it is expected that minor deliveries will be made via these entries to the site on the provision that these deliveries be unloading on site and not on the street.

2.7.7. Vehicle Crossings

New vehicle crossings will be installed at this site as well as a full roadway extension of Kenna St between the two separable portions. All other existing crossings will be made redundant at the completion of the works and replaced with footpath and kerb & channel to Council's satisfaction. A Vehicle Crossing Permit must be obtained.

*Refer to
Appendix IV*

Application for Consent for Works

2.7.8. Tower Crane

The tower crane will be erected and removed by a mobile crane set-up within the contractor's zones and within the project site. A mobile crane Permit and Road / Lane Closure Permit will be obtained as required.

*Refer to
Appendix II*

Traffic Management Plans

2.7.9. Civil Works Reinstatement

At completion of all building works Council will assess damage to Council assets including any footpath amendments made to accommodate the temporary construction loading.

2.7.10. Works Zone

The Works Zone will need to be removed when all site works (including reinstatements) are complete. Council will need to be notified of completion of works.

2.8. PUBLIC TRANSPORT

2.8.1. Yarra Trams

Tram services are not impacted as a result of these works.

2.8.2. Buses

Bus services are not impacted as a result of these works.

2.8.3. Trains

Train services are not impacted as a result of these works.

2.9. UTILITY SERVICES

New property service connections will be required. Items 2.9.1, 2.9.2 and 2.9.3 will require approved service location plans to be supplied and obtained prior to their applications. Road opening permits are to be obtained. Temporary and permanent reinstatement of surfaces are to be provided. Items 2.9.4 and 2.9.5 do not require road opening permits but do require consent pursuant to Schedule 7 of the Road Management Act 2004.

2.9.1. Electricity

A new electricity connection to the site will be required. Details of these works are currently not known but will be provided at a later stage. A Road Opening Permit (Consent for Works) must be obtained, where required, all affected stakeholders will be notified in writing.

*Refer to
Appendix IV*

Application for Consent for Works

2.9.2. Water

A new water tapping to the site will be required. Details of these works are currently not known but will be provided at a later stage. A Road Opening Permit (Consent for Works) must be obtained. Where required, all affected stakeholders will be notified in writing.

*Refer to
Appendix IV*

Application for Consent for Works

2.9.3. Sewer

A new sewer connection to the site will be required. Details of these works are currently not known but will be provided at a later stage. A Road Opening Permit (Consent for Works) must be obtained. Where required, all affected stakeholders will be notified in writing.

*Refer to
Appendix IV*

Application for Consent to Works

2.9.4. Telecommunications

A new telecommunications connection to the site will be required. Details of these works are currently not known but will be provided at a later stage.

Where required, all affected stakeholders will be notified in writing.

2.9.5. Gas

A new gas connection to the site will be required. Details of these works are currently not known but will be provided at a later stage. Where required, all affected stakeholders will be notified in writing.

2.10. TREE PROTECTION

A Landscape Plan will be submitted to, and approved by the Responsible Authority, as required by Planning Permit Condition 20. The planning permit outlines trees of significance be protected during the project and conditions related to their protection.

The protection measures and controls will be required to be adhered to during the project. The necessary tree protection zones will be established prior to commencement of the construction works. No excavation, storage of materials or vehicular access will be permitted within these protection zones.

2.11. COMMUNICATION

2.11.1. Site updates & newsletters

All affected parties in the immediate vicinity of the works will be advised in writing via means of a newsletter outlining the scope of the works.

*Refer to
Appendix VI*

Site Newsletter

2.11.2. Road Closure and other works notifications

All affected stakeholders are to be advised in writing and kept informed of impending road closures and other works to the satisfaction of the responsible authority.

*Refer to
Appendix VI*

Local Res/Traders Works Notification

2.11.3. Site & Emergency Contacts

Camillo Builders Pty Ltd / Crema Group

262 Salmon St

Port Melbourne VIC 3207

E: info@crema.com.au

T: 03 9646 2188

W: www.crema.com.au

Site Contact Numbers – Camillo Builders or Crema Group HQ – 03 9646 2188

General Manager - Daniel Zammit - 0413 838 151

Project Manager – Scott Clouston - 0408 113 491

HSEQ Manager – Mark Thomas – 0448 223 636

3. SUMMARY

The building contractor must act in the best way, allowing for restrictions faced in working in such an area and where the construction methods are outlined above.

Permits are to be obtained and the impact of works to be minimised to ensure the amenity of the local area is not unduly affected.

The building contractor will advise stakeholders of any building activity which may have an impact on adjoining properties and streets and provide on-going consultation with the relevant authorities to ensure the construction activity is conducted in accordance with all local laws and regulations to ensure that works minimizes the impact on the local amenity.

Appendix I

Construction Traffic Management Detailed Plan (CTMDP)

Prepared by Altus Traffic Engineering – Dated 5/3/20 - ALT191036VIC-
REP001-F03



ALTUS
TRAFFIC ENGINEERING

TRAFFIC ENGINEERING SERVICES

Construction Traffic Management Detailed Plan

MVRC Stage 1

ALT191036VIC
Camillo Builders

23 March 2020

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F01	22/10/2019	Issued for Submission	Jacob Stefanides	
F02	25/10/2019	Minor Amendments	Jacob Stefanides	
F03	5/03/2020	Amendments at Site Layout, Staged Construction Table	Jacob Stefanides	
F04	23/03/2020	Amendments at Alternative Routes & Access Route Requested By Council On 16 th of March	Jacob Stefanides	

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1. Project Information

1.1 Introduction

Altus Traffic has been engaged by Camillo Builders to prepare a Construction Traffic Management Plan (CTMP) for the excavation and construction stages of stage 1 of Moonee Valley Racecourse regeneration.

The entire development known as Moonee Valley Park that will see more than 2000 residences built across nine hectares of the Moonee Valley Racing Club's 40-hectare site during separate stages, with Feehan Row set as the first residential release.

The master plan of the development can be found in Figure 1-1. This report is only prepared for construction works associated with Feehan Row section of the development.

Figure 1-1 Moonee Valley Park - Master Plan



Copyright © Moonee Valley Park Website

2. Background and Existing Conditions

2.1 Location and surrounding land use

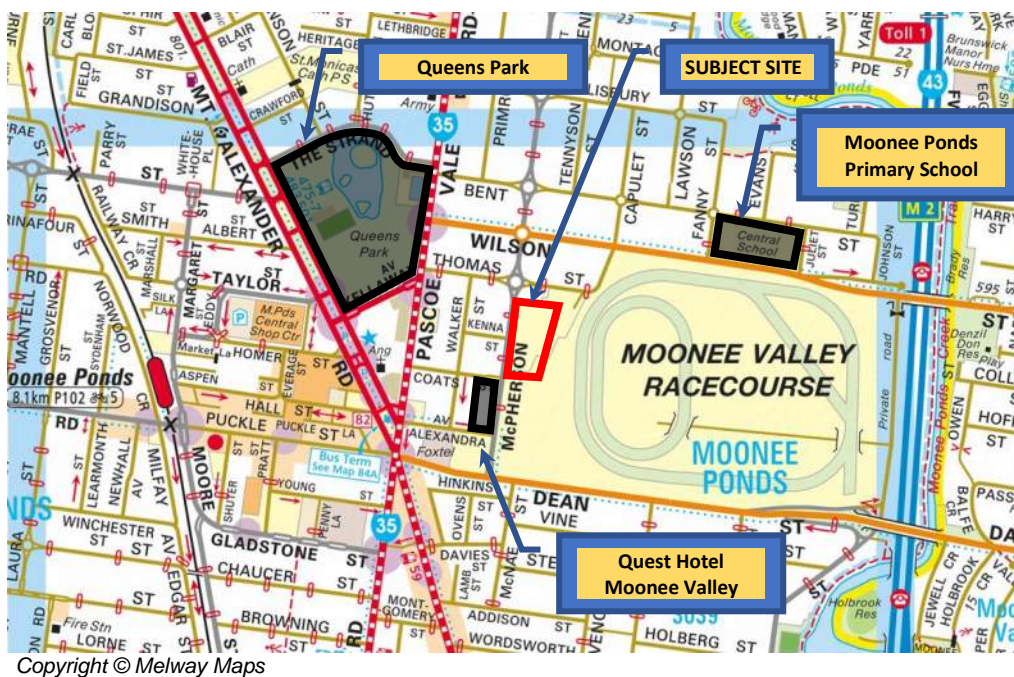
The subject site is located within the Moonee Valley Racing Club along McPherson Street as shown in Figure 2-1, with a single street frontage to McPherson Street from the west. The Moonee Valley Racecourse generally has multiple access points, however the only access to the subject site is to be via McPherson Street.

The subject site is irregular in shape and located within the Moonee Valley Racing Club westernmost car park. Surrounding land use are a mix of commercial, residential and recreational.

Significant landmarks in the close proximity to the site are:

- Quest Hotel Moonee Valley, located immediately to the southwest along McPherson Street;
- Moonee Ponds Primary School, located to the northeast along Wilson Street; and
- Queens Park, located to the northwest of the work site.

Figure 2-1 Site Location



Copyright © Melway Maps

2.2 Planning Zones

Figure 2-2 shows the location of the site and the City of Moonee Valley Planning Scheme Zones.

Figure 2-2 Planning Scheme Zones



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Figure 2-2 demonstrates that the subject site is located within the ACZ1 (Activity Centre Zone - Schedule 1).

2.3 Road Network

2.3.1 McPherson Street

McPherson Street is a two-way local traffic street running in a north-south direction between Eric Street located to the north and Dean Street located to the south.

McPherson Street provides for an approximate 9.0m wide road pavement including kerbside parallel parking spaces on the east side of the road, as shown in Figure 2-3 and Figure 2-4.

At the frontage of the subject site, a speed limit of 40km/h applies.

Figure 2-3 McPherson Street, looking north from the Subject Site



Figure 2-4 McPherson Street, looking south from the Subject Site



2.4 Sustainable Transport

2.4.1 Public Transport Map

The Public Transport Map for the Moonee Valley City Council in the vicinity of the site is shown in Figure 2-5.

Figure 2-5 Public Transport Map



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Figure 2-5 identifies the sustainable public transport in the vicinity of the site and indicates that:

- The closest Train Station, Moonee Ponds Station is located between Margaret Street and Norwood Crescent around 800m west of the subject site;
- Bus routes 951 (night bus) and 508 operate along Wilson Street, north of the subject site; and
- Tram route 59 operates on Pascoe Vale Road with the nearest tram stop located 200m west of the subject site.

2.4.2 Public Transport Map

The full public transport provision provided in 0 indicates services within close proximity of the subject site.

Table 2-1 Public Transport Provision

Service	Route Description	Nearest Stop
Train	Craigieburn Line	13 min (1.1km) Walk

Service	Route No's	Route Description	Nearest Stop
Tram	59	Airport West to Flinders Street Station	5 min (400 m) walk

Service	Route No's	Route Description	Nearest Stop
Bus	508	Alphington - Moonee Ponds via Northcote & Brunswick	4 min (300 m) walk
	951	Night Bus - City - Moonee Ponds - Brunswick West - Pascoe Vale - Glenroy	6 min (450 m) walk

3. Proposed Development

Moonee Valley Racecourse development is known as Moonee Valley Park. More than 2000 residences are to be built across nine hectares of the Moonee Valley Racing Club's 40-hectare site.

The first stage of the project as mentioned earlier is Feehan Row, a collection of 67 townhouse and terraces built along McPherson Street.

Feehan Row is named after Feehan's Farm, owned by the Feehan family and architects at Rothelowman have designed inspiration from the history of the racetrack, which dates back to 1883.

(Courtesy of Domain)

Figure 3-1 Artists Impression, looking southeast from McPherson Street.



Figure 3-2 Artists Impression, looking northeast from McPherson Street.



(Courtesy of Rothelowman)

4. Site Access and Traffic Management

The project construction will involve construction vehicle movements within and around the site. This will interface with the existing vehicle and pedestrian activity within the surrounding precinct.

During the work, the objective of managing traffic will be to:

- Implement an effective management plan that achieves the planned construction activities in a safe and timely manner;
- Provide for public safety;
- Protect the environment; and
- Minimise the disruption to both vehicular and pedestrian traffic.

5. Traffic Controllers

Traffic controllers are used when signs and devices for works alone are considered insufficient to provide for personal safety, public convenience and efficient control and management of traffic around the worksite. Traffic controllers act to compliment the traffic management devices to safely enforce the traffic management strategy.

Traffic controllers are to be appropriately trained in their duties and certified as competent. All accredited traffic controllers at worksites on roads should comply with the according state authority guidelines.

Accredited traffic controllers' responsibilities include, but are not limited to the following:

- Own personal safety
- Safety of co-workers
- Safety of motorists and other road users
- Enabling works at the site to be conducted safely by minimising the risk associated with traffic movement
- Controlling traffic in a professional manner to enable drivers to negotiate through, past, or around the worksite safely
- Maintaining traffic control in emergencies and other difficult situations
- Minimising delays to traffic
- All traffic controllers/persons conducting traffic control shall be accredited in the following Victoria specific qualifications:
 - RIIWHS205D Control traffic with stop-slow bat
 - RIIWHS302D Implement traffic management plan

6. Authority Applications and Approvals

Prior to the implementation of the proposed traffic management, all relevant authorities are required to review and approve the site-specific traffic management strategy. Table 6-1 summarises the known authority from which approval will be required. Note that consultation with other authorities may be required.

Table 6-1 Authority Applications and Approvals

Authority	Item
Moonee Valley City Council	Construction and Traffic Management Plan (CTMP)

7. Staged Construction Process

The number of personnel and vehicle deliveries during the staged construction process during each stages of work have been provided by Camillo Builders as follows.

The Traffic Guidance Schemes may be required to be modified to accommodate the stage of the process as shown in Table 7-1 & Table 7-2.

Table 7-1 Staged Construction Process-SP1 – Northern Buildings

Stages	Commence Works		Personnel	19.0m Truck and Dog Per Day	8.8m Agitator Truck		19.0m Semi-Trailers Per Day	Other Vehicles (up to 12.5m) Per Day
					Pour Per Week	Trucks Per pour		
Early Works & Site Establishment	April	2020	10	5	-	-	5	5
Excavation, Piling & Retention Systems	May	2020	20	15	3	5	5	8
Reinforced Concrete Structure	July	2020	50	2	2	20	3	10
External Facade Systems	October	2020	30	-	-	-	2	12
Internal Fit Out / Finishes	February	2021	45	-	-	-	2	20
Building Commissioning & Compliance	December	2021	30	-	-	-	1	8
Total Project Duration	21	Months						

Table 7-2 Staged Construction Process-SP2– Southern Buildings

Stages	Commence Works (Indicative)		Personnel	19.0m Truck and Dog Per Day	8.8m Agitator Truck		19.0m Semi-Trailers Per Day	Other Vehicles (up to 12.5m) Per Day
					Pour Per Week	Trucks Per pour		
Early Works & Site Establishment	July	2020	10	5	-	-	5	5
Excavation, Piling & Retention Systems	August	2020	20	15	3	5	5	8
Reinforced Concrete Structure	October	2020	50	2	2	20	3	10
External Facade Systems	March	2021	30	-	-	-	2	12
Internal Fit Out / Finishes	May	2021	45	-	-	-	2	20
Building Commissioning & Compliance	March	2022	30	-	-	-	1	8
Total Project Duration	22	Months						

8. Staged Construction Process

8.1 General

Traffic Guidance Schemes (TGS's) have been developed for the excavation and construction stages. The TGS's can be found attached under Appendix A. The detailed discussion of the proposed traffic management strategy for each stage of works is as follows.

8.2 Hours of Operation

The proposed hours of operation for the project are as follows:

- Monday to Friday 07:00 am to 06:00 pm
- Saturdays 09:00 am to 3:00 pm
- Shift/Night Works Subject to approval

8.3 Site Layout

The site layout plan contains the general traffic control measures and devices that are to be utilised during all stages of works (Excavation the Construction stages).

As shown on Altus Traffic Drawing ALT191036VIC-DG-100, the following items are to be implemented and maintained throughout the life of the project:

- The subject site is to be established by a typical timber hording arrangement within the Moonee Valley Racecourse site and the existing fence line along the northern and south-eastern title boundary are to be maintained during Stage 1 of the project (SP1);
- Main site access to be from the proposed Gate 1 (Main Access Gate) along McPherson Street and alternative access to be from the proposed Gate 3 via the existing Gate 10 along Thomas Street;
- Two (2) site access gates are to be provided along the eastern boundary (Gate 2 & 3) and one (1) gate is to be provided along the southern boundary of the site (Gate 4) and will be utilised as required;
- Wash Up Area, Rumble Grid, Skip Bins, Site Sheds & Portable Toilets and Stockpile Areas are all within the title boundaries as shown in the drawings;
- In order to facilitate construction activities, it is proposed to establish a “No Stopping” restriction along McPherson Street eastern kerbside at the loss of 7 on-street parking spaces;
- To facilitate construction vehicle movements through the proposed main site access gate, the existing kerb along the eastern side of McPherson Street is to be impacted and reinstated upon completion of the project;
- Existing trees within the subject site are to be maintained and protected;
- It is noted that during fit out and framing stage, it is proposed to occupy a part of the existing footpath along the eastern side of McPherson Street in a safely manners by offsetting the timber hoarding/temporary fence or similar to ensure safety of pedestrians. Pedestrians access is to be maintained at all times by providing 1.5m wide footpath at all times (Refer to Drawing ALT191036VIC-DG-101-B);

- All traffic movements including vehicle and cyclist access along McPherson Street is to be maintained at all times;
- All construction works will be advised by standard traffic management signage as appropriate; and
- All temporary traffic management signs and traffic control devices are to be removed/covered out of construction hours.

8.4 Excavation Stage – 19m Long Truck and Dog Trailer

During Excavation Stage, as shown on Altus Traffic Drawing ALT191036VIC-DG-200, the following are proposed:

- It is understood that 19m long truck and dog trailers will predominantly servicing the site during this stage;
- 19m long truck and dog trailers will ingress the site in a forward direction from the main access gate. Upon departure, 19m long truck and dog trailers will exit the site in a forward direction onto McPherson Street and will leave the vicinity via a left turn at Dean Street;
- Number of excavators will be positioned within the site and will be responsible for loading the truck and dog trailers; and
- Traffic controllers will be situated on McPherson Street and Thomas Street to assist the truck and dog trailer manoeuvres, as required.

8.5 Construction Stage - Separable Portion 1 (SP 1) & 2 (SP 2)

Construction stage is to be completed during two stages, Separable Portion 1 and 2. During Construction Stage, as shown on Altus Traffic Drawings, the following are proposed:

- Site boundaries are to be rearranged upon commencement of Stage 2 (SP 2) and the existing fence along the south-eastern boundary is to be removed and timber hoarding is to be in place as shown in the drawings. During this stage the proposed Gate 5 is to be established along the eastern boundary of the site;
- During construction stage, the site amenities, office and storage containers are to be located along the eastern boundary of the subject site;
- Two (2) MRT 144 tower cranes are to be established within the subject site (one for each stage)-The position of the tower cranes is not expected to restrict the movement of construction vehicles in any way;
- Two loading bays are to be established during each stage of the work to feed each tower crane-Bay 1 & 2 for SP1, Bay 3 & 4 for SP2;
- The proposed loading bays are to be also utilised as concrete pouring bays during concrete pouring activities;
- It is understood that 19m long semi-trailers will predominantly servicing the site during crane lifting activities;
- It is also understood that 8.8m long concrete agitator trucks will predominantly servicing the site during concrete pouring activities;

- During concrete pouring stage, two mobile concrete pumps are to be positioned within the concrete pouring bays. The position of the concrete pumps is not expected to restrict the movements of construction vehicles in any way;
- Predominantly construction vehicles will ingress and egress the site in a forward direction from McPherson Street and will leave the vicinity via a left turn at Dean Street. Traffic controllers will be situated on McPherson Street to assist construction vehicles ingress and egress manoeuvres, as required; and
- Alternatively, construction vehicles can access and exit the site through the proposed Gate 3 via the existing Gate 10 along Thomas Street in a forward direction (Refer to SketchALT191036VIC-SK-001). A traffic controller will be situated on Thomas Street to assist construction vehicles ingress manoeuvres, as required.

Separable Portion 1 (SP 1)

Crane Lifting Activities - ALT191036VIC-DG-301

During this stage:

- 19m long semi-trailers will ingress the site in a forward direction and will drive directly into one of two loading bays located adjacent to SP1 subject site, bay 1 or 2. Upon departure, the 19m long semitrailers will reverse out of the loading bays along the SP2 work area then egress the site in a forward direction.

Concrete Pouring Activities - ALT191036VIC-DG-302

During this stage:

- To access the mobile pump within the concrete pouring bay 1, concrete trucks will ingress the site in a forward direction. Near the site offices, concrete trucks will perform a reverse manoeuvre to access the bay 1. Upon departure, concrete trucks will exit the concrete pouring bay 1 and the site in a forward direction; and
- To access the mobile pump within the concrete pouring bay 2, concrete trucks will ingress the site in a forward direction and will turn right until parallel with the SP2 work area. Then concrete trucks will access the bay 2 by performing a reverse manoeuvre. Upon departure, concrete trucks will exit the concrete pouring bay 2 and the site in a forward direction.

Alternative: Crane Lifting Activities - ALT191036VIC-DG-303

During this stage:

- Alternatively, 12.5m heavy rigid trucks will ingress the site in a forward direction through the proposed Gate 3 via the existing Gate 10 along Thomas Street. 12.5m heavy rigid trucks either drive directly into loading bay 1 or loading bay 2 located adjacent to SP1 subject site. Upon departure, the 12.5m heavy rigid trucks will reverse out of the loading bays within the site. In both scenarios 12.5m heavy rigid trucks egress the site in a forward direction.

Separable Portion 2 (SP 2)**Crane Lifting Activities - ALT191036VIC-DG-401**

During this stage:

- 19m long semi-trailers will ingress the site in a forward direction. Once parallel with the SP1 work area, 19m long semi-trailers will reverse into one of two loading bays adjacent to SP2 subject site, bay 3 or 4. Upon departure, 19m long semi-trailers will exit the loading bays and the site in a forward direction.

Concrete Pouring Activities – ALT191036VIC-DG-402

During this stage:

- Concrete trucks will ingress the site in a forward direction. Once parallel with the SP1 work area, concrete trucks will perform a reverse manoeuvre into one of the concrete pouring bays adjacent to SP2 subject site, bay 3 or 4. Upon departure, concrete trucks will exit the concrete pouring bays and the site in a forward direction onto McPherson Street.

Alternative: Crane Lifting Activities - ALT191036VIC-DG-403

During this stage:

- Alternatively, 12.5m heavy rigid trucks will ingress the site in a forward direction through the proposed Gate 3 via the existing Gate 10 along Thomas Street. 12.5m heavy rigid trucks drive directly into loading bay 3 or 4 located adjacent to SP2 subject site. Upon departure, the 12.5m heavy rigid trucks will reverse out of the loading bays along the SP1 work area then egress the site in a forward direction.

9. Major Site Access Routes

The recommended ingress and egress routes are prescribed below and shown in Figure 9-1.

Citylink/M2 will be the preferred major access route (ingress and egress) to the site.

- Inbound: Citylink/M2 – Brunswick Road – Grantham Street - Dawson Street / Dean Street – McPherson Street – Subject Site; and
- Outbound: Subject Site – McPherson Street – Dean Street / Dawson Street – Grantham Street – Brunswick Road – Citylink/M2.
- Alternative Inbound: Citylink/M2 – Brunswick Road – Grantham Street – Dawson Street – Melville Road – Victoria Street/Wilson Street – Thomas Street – Subject Site; and
- Alternative Outbound: Subject Site – Thomas Street – Wilson Street/Victoria Street – Melville Road – Dawson Street – Grantham Street – Brunswick Road – Citylink/M2.

Figure 9-1 Construction Vehicles Access Route



Camillo Builders will require all subcontractors to advise (and induct as required) operatives/drivers of the approved access route plan and the traffic management plan for the proposed development. Drivers are to be provided with a map highlighting the approved routes and potential hazards in the vicinity of the project.

Appendix II

Site Layout Plan & Traffic Management Plans

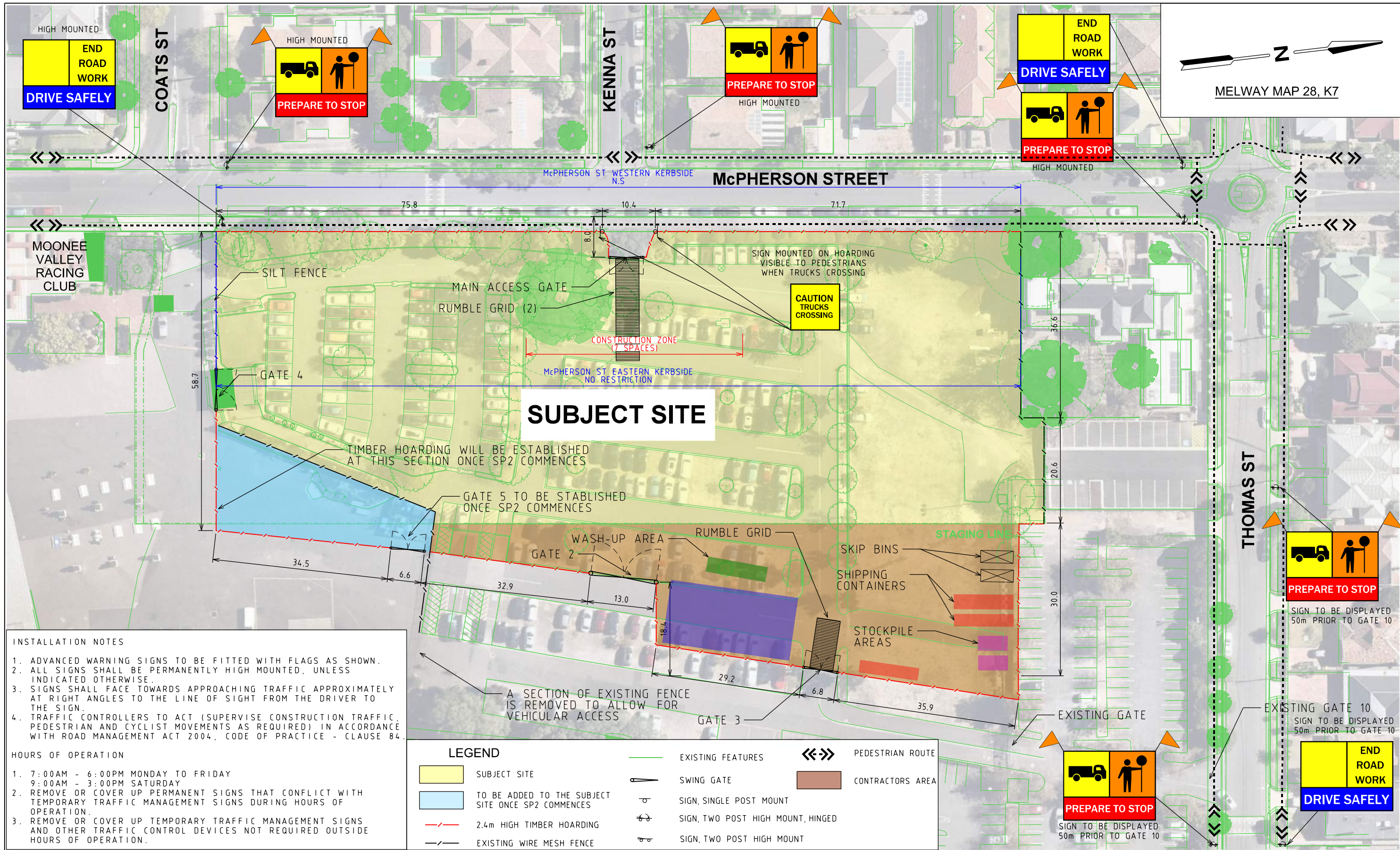
ALT191036VIC-F03-DRAWINGS REV A, by Altus Traffic Engineering Services. Relevant plans site layout plan and traffic management plans.

APPENDIX

A

TRAFFIC GUIDANCE SCHEMES

MVRC Stage 1



INSTALLATION NOTES

1. ADVANCED WARNING SIGNS TO BE FITTED WITH FLAGS AS SHOWN.
2. ALL SIGNS SHALL BE PERMANENTLY HIGH MOUNTED, UNLESS INDICATED OTHERWISE.
3. SIGNS SHALL FACE TOWARDS APPROACHING TRAFFIC APPROXIMATELY AT RIGHT ANGLES TO THE LINE OF SIGHT FROM THE DRIVER TO THE SIGN.
4. TRAFFIC CONTROLLERS TO ACT (SUPERVISE CONSTRUCTION TRAFFIC, PEDESTRIAN AND CYCLIST MOVEMENTS AS REQUIRED) IN ACCORDANCE WITH ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE - CLAUSE 84.

HOURS OF OPERATION

1. 7:00AM - 6:00PM MONDAY TO FRIDAY
9:00AM - 3:00PM SATURDAY
2. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT SIGNS DURING HOURS OF OPERATION.
3. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

ISSUE	DESIGN	APPD	DATE	AMENDMENT DESCRIPTION
E	J.S	NV	28/02/2020	SITE LAYOUT & ALT ROUTE (REQUESTED BY COUNCIL)
D	J.S	NV	18/02/2020	AMENDMENT AS REQUESTED BY COUCIL-10/02/2020
C	J.S	NV	25/10/2019	MINOR AMENDMENT
B	J.S	NV	23/10/2019	SITE LAYOUT & ALTERNATIVE ROUTE
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NOTES:

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2. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
3. LOCAL ROAD: McPHERSON ST (SPEED ZONE 40KM/H)

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SHEET NO:
1 OF 1

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PROJECT:

**CAMILLO BUILDERS
MVRC STAGE 1
CITY OF MOONEE VALLEY**

TITLE:

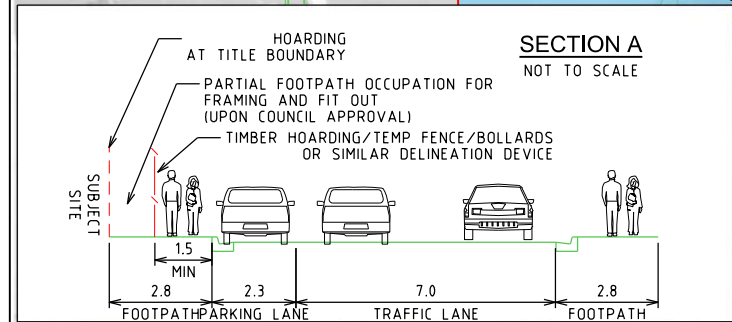
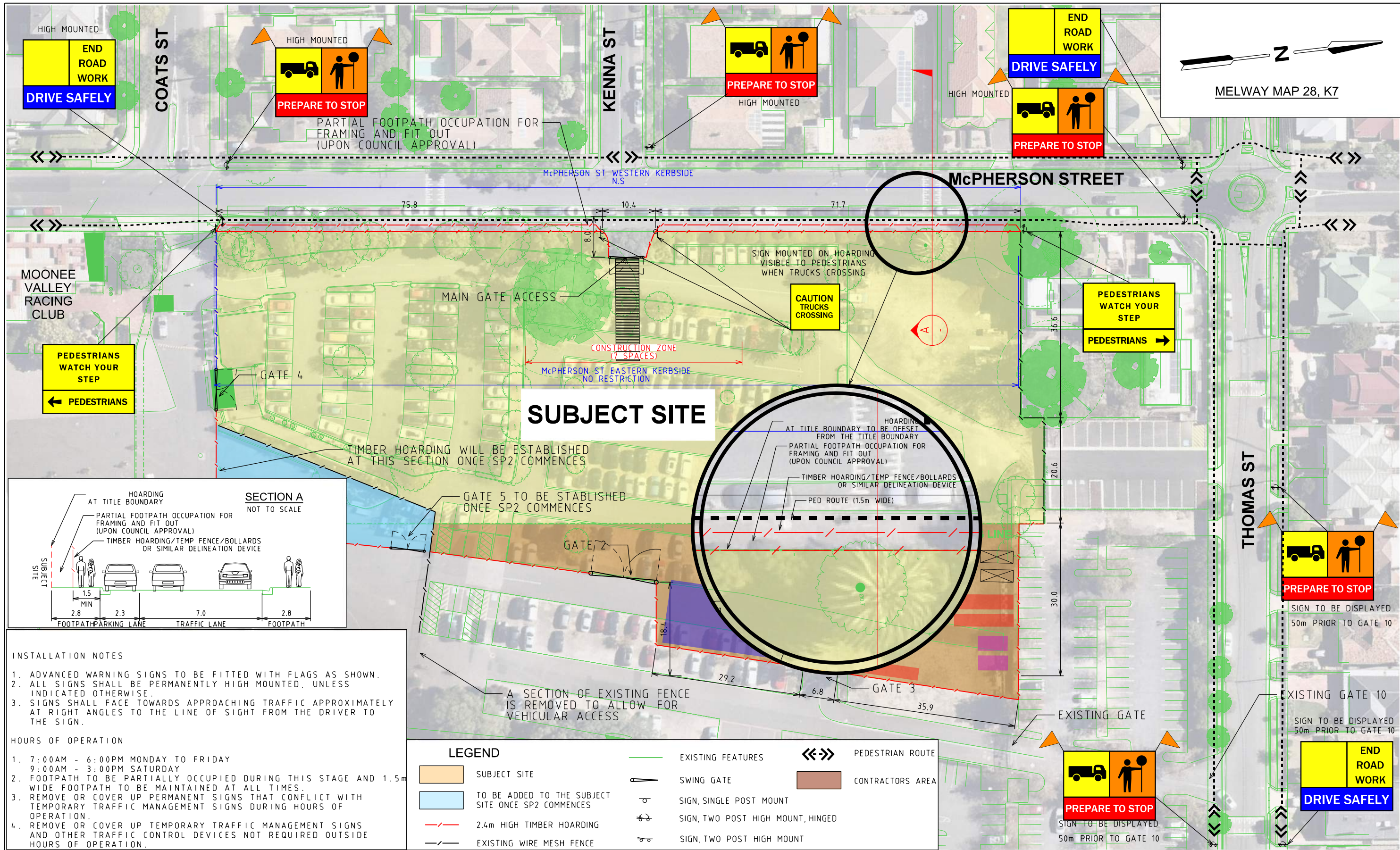
**TRAFFIC MANAGEMENT PLAN
SITE LAYOUT**

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HOURS OF OPERATION

1. 7:00AM - 6:00PM MONDAY TO FRIDAY
9:00AM - 3:00PM SATURDAY
2. FOOTPATH TO BE PARTIALLY OCCUPIED DURING THIS STAGE AND 1.5m WIDE FOOTPATH TO BE MAINTAINED AT ALL TIMES.
3. REMOVE OR COVER UP PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC MANAGEMENT SIGNS DURING HOURS OF OPERATION.
4. REMOVE OR COVER UP TEMPORARY TRAFFIC MANAGEMENT SIGNS AND OTHER TRAFFIC CONTROL DEVICES NOT REQUIRED OUTSIDE HOURS OF OPERATION.

LEGEND		EXISTING FEATURES	
	SUBJECT SITE		EXISTING FEATURES
	TO BE ADDED TO THE SUBJECT SITE ONCE SP2 COMMENCES		SWING GATE
	2.4m HIGH TIMBER HOARDING		SIGN, SINGLE POST MOUNT
	EXISTING WIRE MESH FENCE		SIGN, TWO POST HIGH MOUNT, HINGED
			SIGN, TWO POST HIGH MOUNT
			PEDESTRIAN ROUTE
			CONTRACTORS AREA

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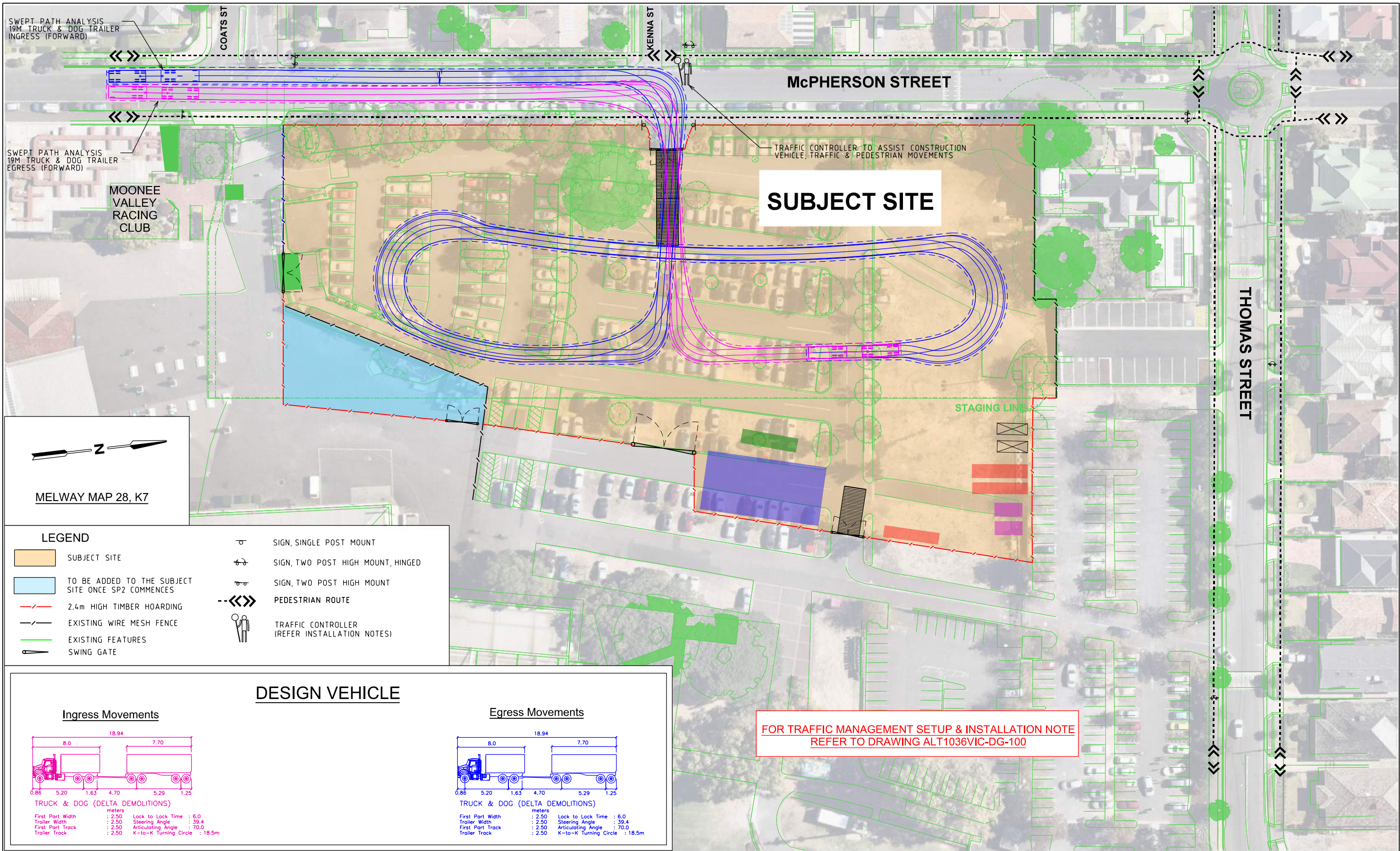
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DESIGNED: J.S	DATE: SEP-2019
APPROVED: NV	TITLE: TRAFFIC MANAGEMENT PLAN SITE LAYOUT FRAMING AND FIT OUT STAGE PARTIAL FOOTPATH OCCUPATION
DRAWING NUMBER: ALT191036VIC-DG-101	
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ISSUE: G

PROJECT: CAMILLO BUILDERS MVRG STAGE 1 CITY OF MOONEE VALLEY

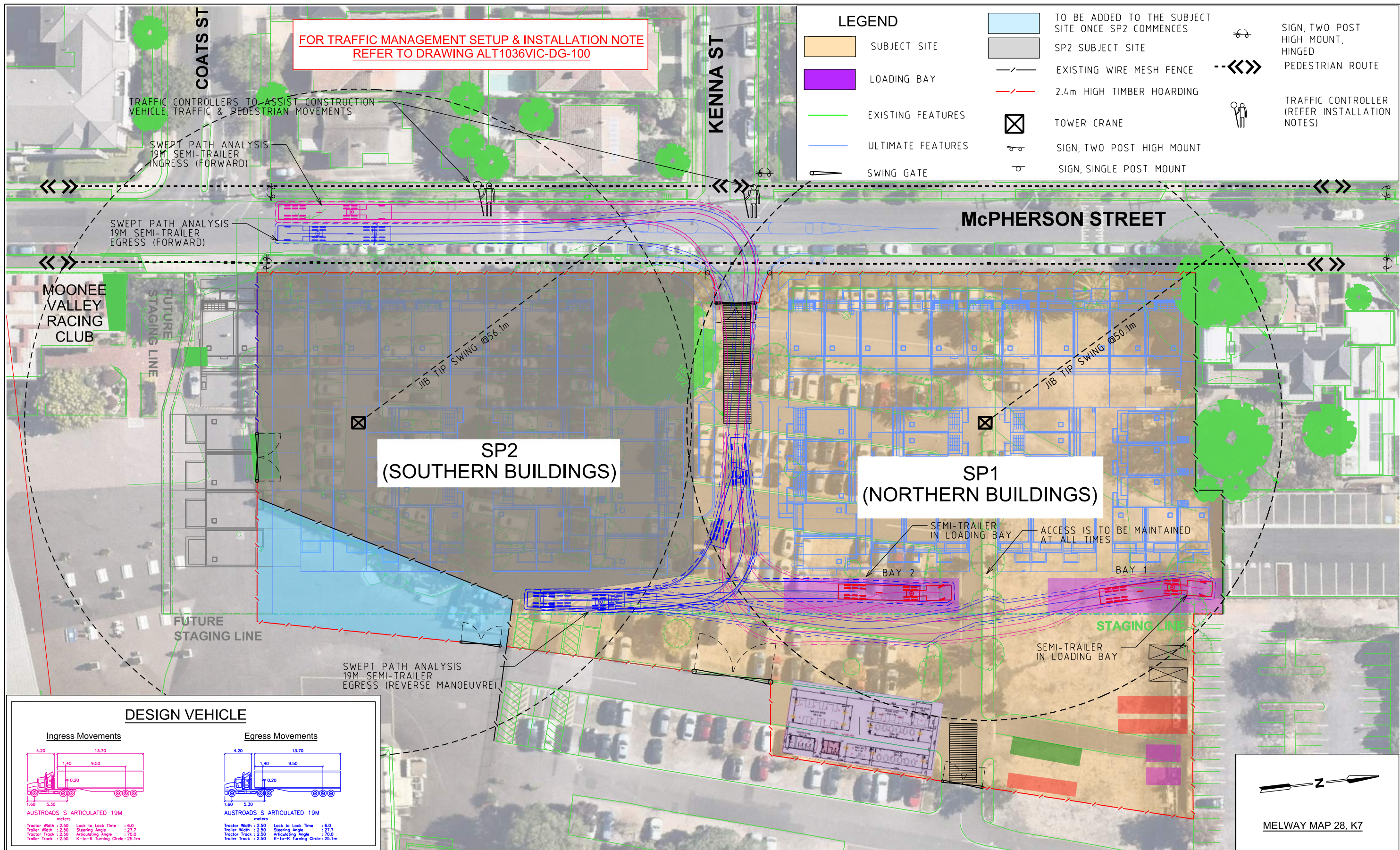
TITLE: TRAFFIC MANAGEMENT PLAN EXCAVATION / DEMOLITION STAGE SWEEP PATH ANALYSIS 19M TRUCK & DOG TRAILER

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DRAWING NUMBER:
ALT191036VIC-DG-301

SHEET NO:
1 OF 1

ISSUE:
F


PROJECT:

CAMILLO BUILDERS
MVRG STAGE 1
CITY OF MOONEE VALLEY


TITLE:

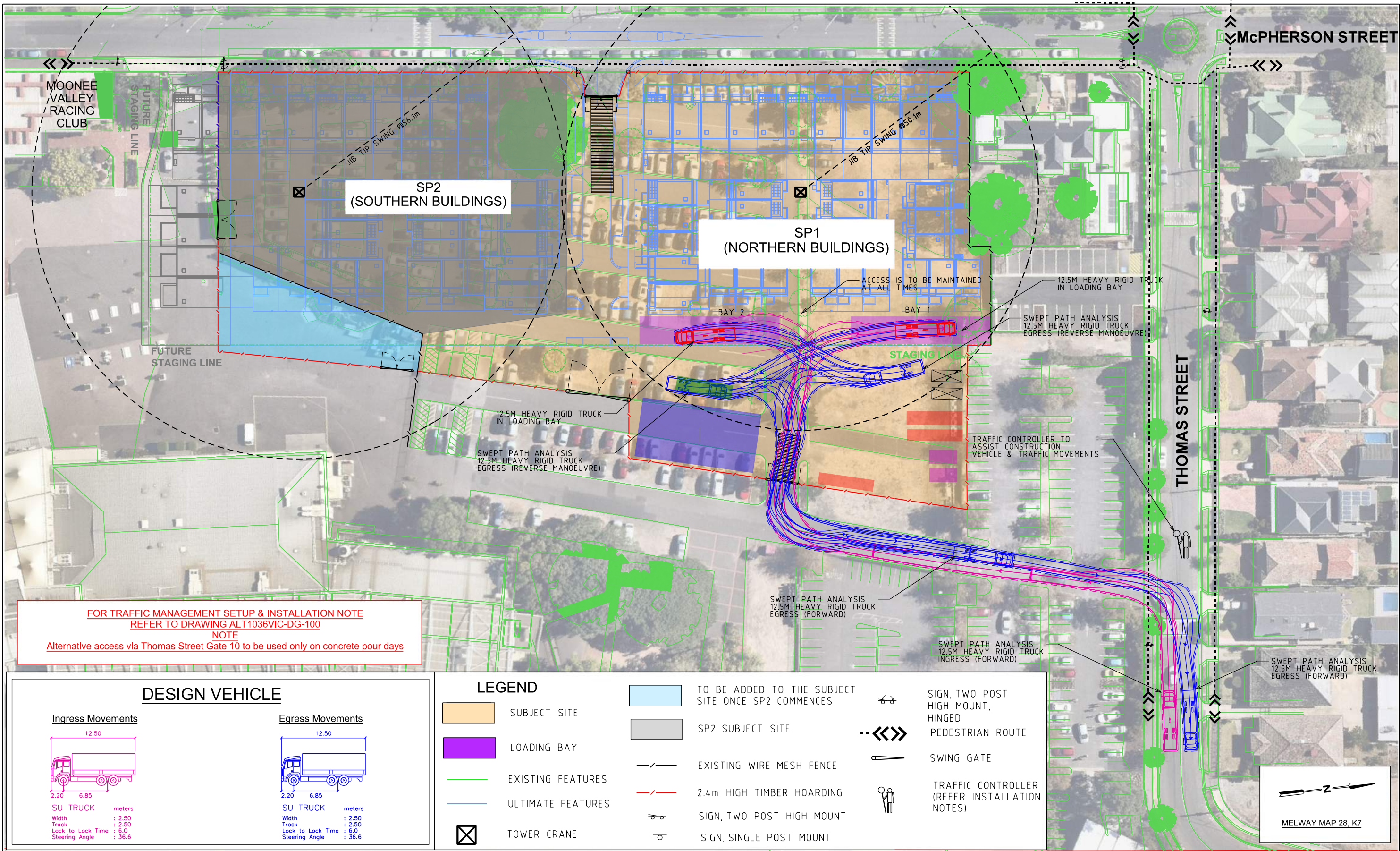
TRAFFIC MANAGEMENT PLAN-SP1
CONSTRUCTION STAGE
SWEPT PATH ANALYSIS
19M SEMI-TRAILER

PRELIMINARY
CONCEPT



Call Altus Traffic
Toll Free (Australia)
1300 TRAFFIC (872 334)
ABN 84 102 768 061





DESIGN VEHICLE

Ingress Movements

SU TRUCK meters

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

Egress Movements

SU TRUCK meters

Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 36.6

LEGEND

SUBJECT SITE

LOADING BAY

EXISTING FEATURES

ULTIMATE FEATURES

TOWER CRANE

TO BE ADDED TO THE SUBJECT SITE ONCE SP2 COMMENCES

SP2 SUBJECT SITE

EXISTING WIRE MESH FENCE

2.4m HIGH TIMBER HOARDING

SIGN, TWO POST HIGH MOUNT

SIGN, SINGLE POST MOUNT

SIGN, TWO POST HIGH MOUNT, HINGED

PEDESTRIAN ROUTE

SWING GATE

TRAFFIC CONTROLLER (REFER INSTALLATION NOTES)

ISSUE	DESIGN	APPD	DATE	AMENDMENT DESCRIPTION
E	J.S	NV	23/03/2020	AS REQUESTED BY COUNCIL ON 16-03-2020
D	J.S	NV	28/02/2020	SITE LAYOUT & ALT ROUTE (REQUESTED BY COUNCIL)
C	J.S	NV	18/02/2020	AMENDMENT AS REQUESTED BY COUNCIL-10-02-2020
B	J.S	NV	25/10/2019	MINOR AMENDMENT
A	J.S	NV	23/10/2019	ISSUED FOR INFORMATION

CLIENT:

CAMILLO BUILDERS

NOTES:

1. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004, CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.

2. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.

3. LOCAL ROAD: McPHERSON ST (SPEED ZONE 40KM/H)

WARNING

BE AWARE OF UNDERGROUND SERVICES DIAL BEFORE YOU DIG

THE LOCATION OF UNDERGROUND SERVICES ARE APPROXIMATELY SHOWN AND EXACT LOCATION SHOULD BE APPROVED ON SITE

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SCALE: 0 7.5 15 30 1:750 @ A3

DESIGNED: J.S DATE: OCT-2019

APPROVED: NV

DRAWING NUMBER: ALT191036VIC-DG-303

SHEET NO: 1 OF 1

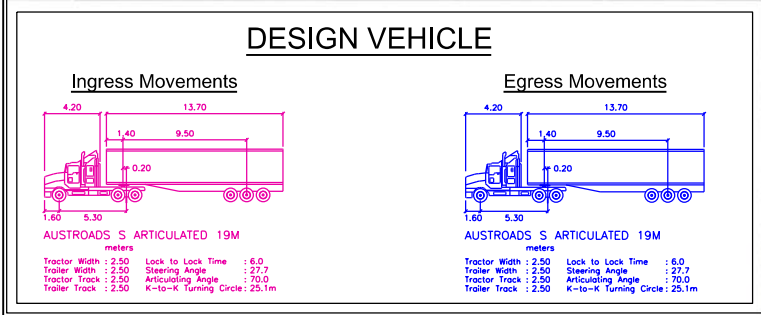
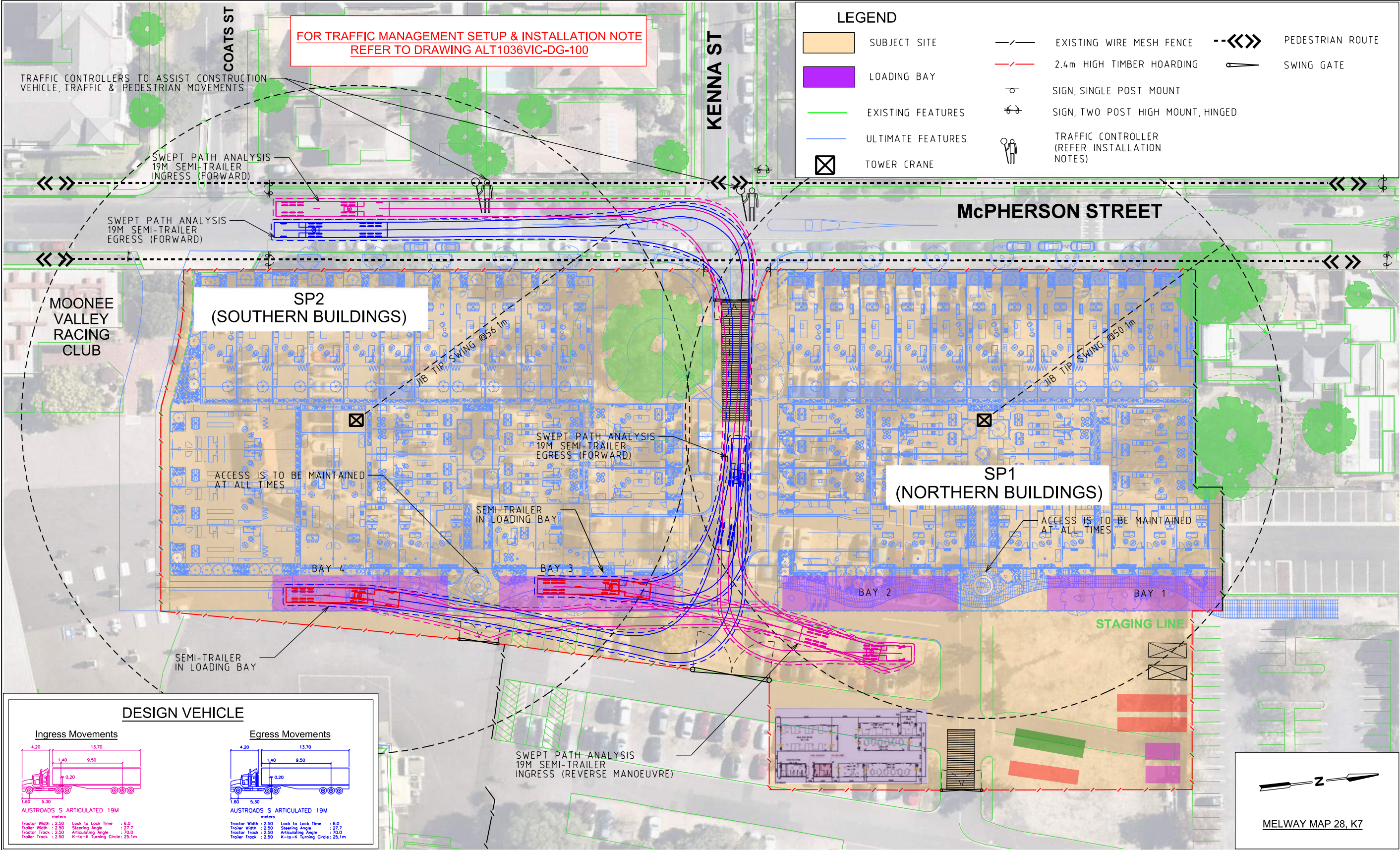
ISSUE: E

PROJECT: CAMILLO BUILDERS MVRc STAGE 1 CITY OF MOONEE VALLEY

TITLE: TRAFFIC MANAGEMENT PLAN-SP1 CONSTRUCTION STAGE SWEEP PATH ANALYSIS-ALT ROUTE 12.5M HEAVY RIGID TRUCK

PRELIMINARY CONCEPT

Call Altus Traffic Toll Free (Australia) 1300 TRAFFIC (872 334) ABN 84 102 768 061



ISSUE	DESIGN	APPD	DATE	AMENDMENT DESCRIPTION
F	J.S	NV	28/02/2020	SITE LAYOUT & ALT ROUTE (REQUESTED BY COUNCIL)
E	J.S	NV	18/02/2020	AMENDMENT AS REQUESTED BY COUNCIL-10/02/2020
D	J.S	NV	25/10/2019	MINOR AMENDMENT
C	J.S	NV	23/10/2019	SITE LAYOUT & ALTERNATIVE ROUTE
B	J.S	NV	26/09/2019	MINOR AMENDMENT
A	J.S	NV	10/09/2019	ISSUED FOR INFORMATION

CLIENT: CAMILLO BUILDERS

NOTES:

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2. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.

3. LOCAL ROAD: McPHERSON ST (SPEED ZONE 40KM/H)

WARNING

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SCALE: 0 6 12 24
1:600 @ A3

DESIGNED: J.S DATE: SEP-2019

APPROVED: NV

DRAWING NUMBER: ALT191036VIC-DG-401

SHEET NO: 1 OF 1

ISSUE: F

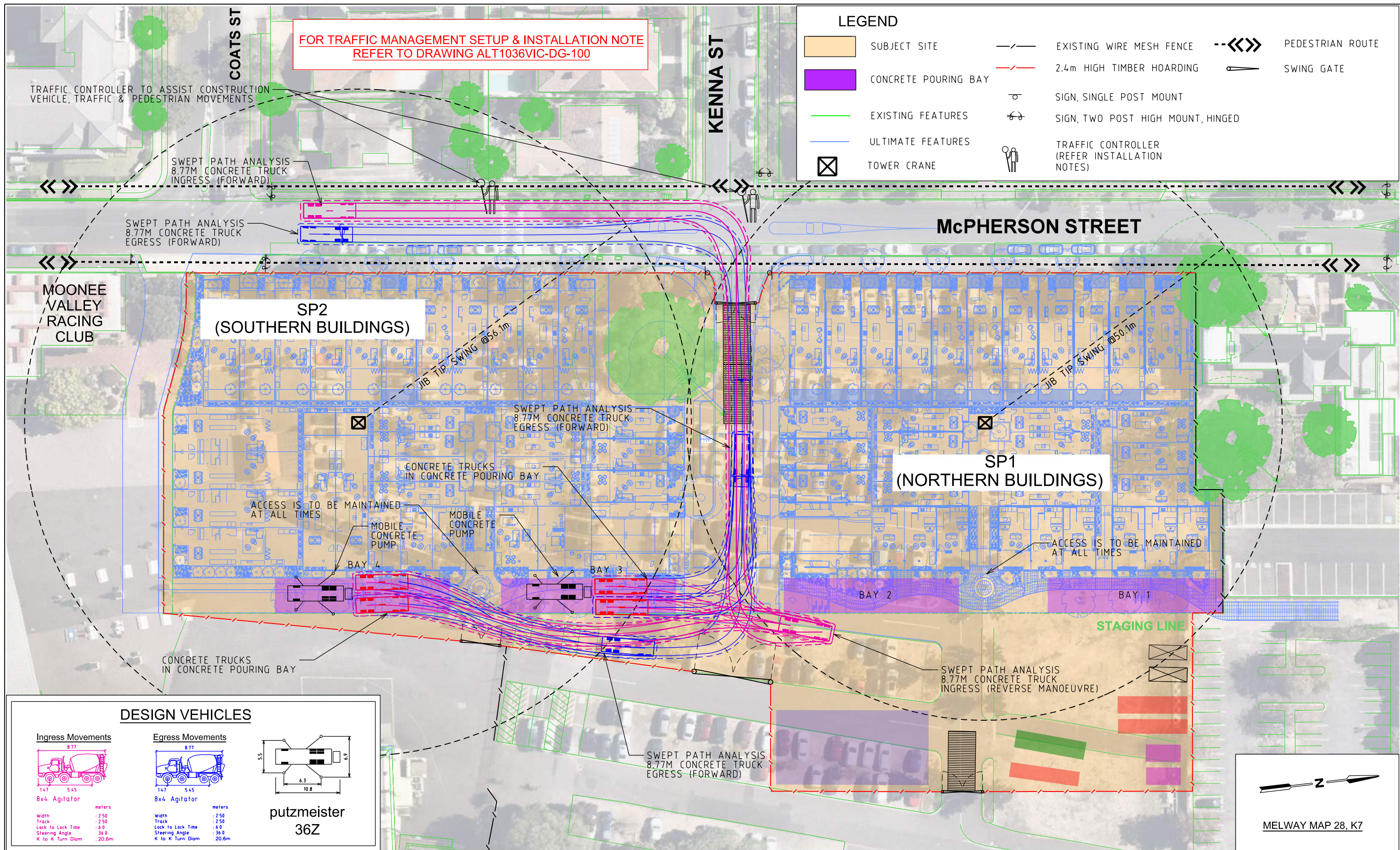
PROJECT: CAMILLO BUILDERS MVRc STAGE 1 CITY OF MOONEE VALLEY

TITLE: TRAFFIC MANAGEMENT PLAN-SP2 CONSTRUCTION STAGE SWEEP PATH ANALYSIS 19M SEMI-TRAILER

PRELIMINARY CONCEPT

Call Altus Traffic Toll Free (Australia) 1300 TRAFFIC (872 334) ABN 84 102 768 061

DATE: \$DATES
MODEL: \$MODELNAME
FILE: \$FILES



ISSUE	DESIGN	APPD	DATE	AMENDMENT DESCRIPTION
F	J.S	NV	28/02/2020	SITE LAYOUT & ALT ROUTE (REQUESTED BY COUNCIL)
E	J.S	NV	18/02/2020	AMENDMENT AS REQUESTED BY COUNCIL-10/02/2020
D	J.S	NV	25/10/2019	MINOR AMENDMENT
C	J.S	NV	23/10/2019	SITE LAYOUT & ALTERNATIVE ROUTE
B	J.S	NV	26/09/2019	MINOR AMENDMENT
A	J.S	NV	10/09/2019	ISSUED FOR INFORMATION

CLIENT:

CAMILLO BUILDERS



- NOTES:
1. TRAFFIC MANAGEMENT PLAN SHOULD BE READ IN CONJUNCTION WITH AUSTRALIAN STANDARD AS1742.3-2009 AND ROAD MANAGEMENT ACT 2004. CODE OF PRACTICE TO ENSURE CORRECT INSTALLATION OF TRAFFIC CONTROL DEVICES.
 2. ALL DIMENSIONS ARE TO FACE OF KERB AND CHANNEL UNLESS NOTED OTHERWISE.
 3. LOCAL ROAD: McPHERSON ST (SPEED ZONE 40KM/H)

WARNING

BE AWARE OF UNDERGROUND SERVICES
DIAL BEFORE YOU DIG
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SCALE:
0 6 12 24
1:600 @ A3

DESIGNED:
J.S

DATE:
SEP-2019

APPROVED:
NV

DRAWING NUMBER:
ALT191036VIC-DG-402

SHEET NO:
1 OF 1

ISSUE:
F


PROJECT:

CAMILLO BUILDERS
MVRG STAGE 1
CITY OF MOONEE VALLEY


TITLE:

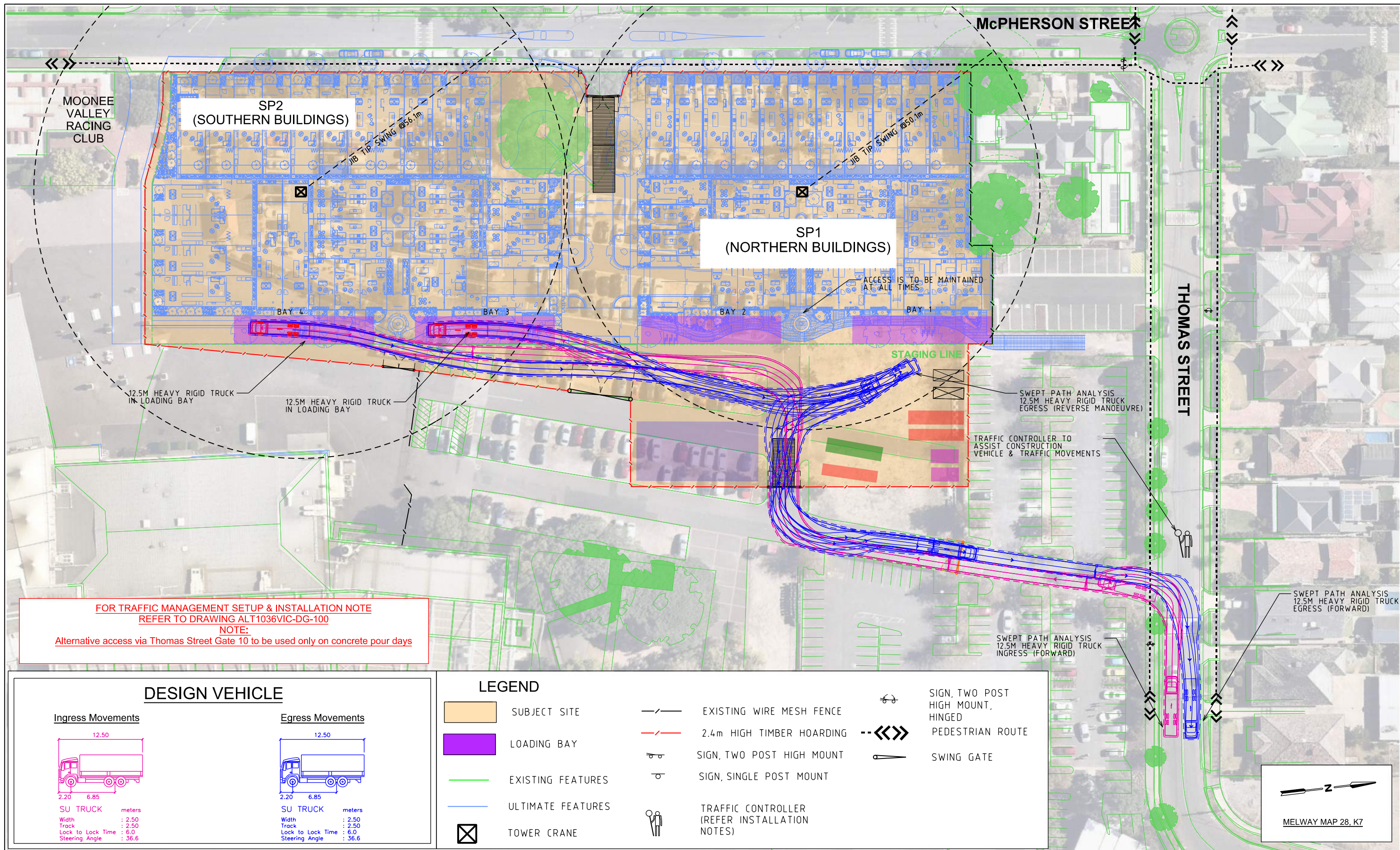
TRAFFIC MANAGEMENT PLAN-SP2
CONSTRUCTION STAGE
SWEPT PATH ANALYSIS
8.77 CONCRETE TRUCK

PRELIMINARY
CONCEPT



Call Altus Traffic
Toll Free (Australia)
1300 TRAFFIC (872 334)
ABN 84 102 768 061





ISSUE	DESIGN	APPD	DATE	AMENDMENT DESCRIPTION
E	J.S	NV	23/03/2020	AS REQUESTED BY COUNCIL 16-03-2020
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SCALE: 0 7.5 15 30
1:750 @ A3

DESIGNED: J.S DATE: OCT-2019

APPROVED: NV

DRAWING NUMBER: ALT191036VIC-DG-403

SHEET NO: 1 OF 1

ISSUE: E

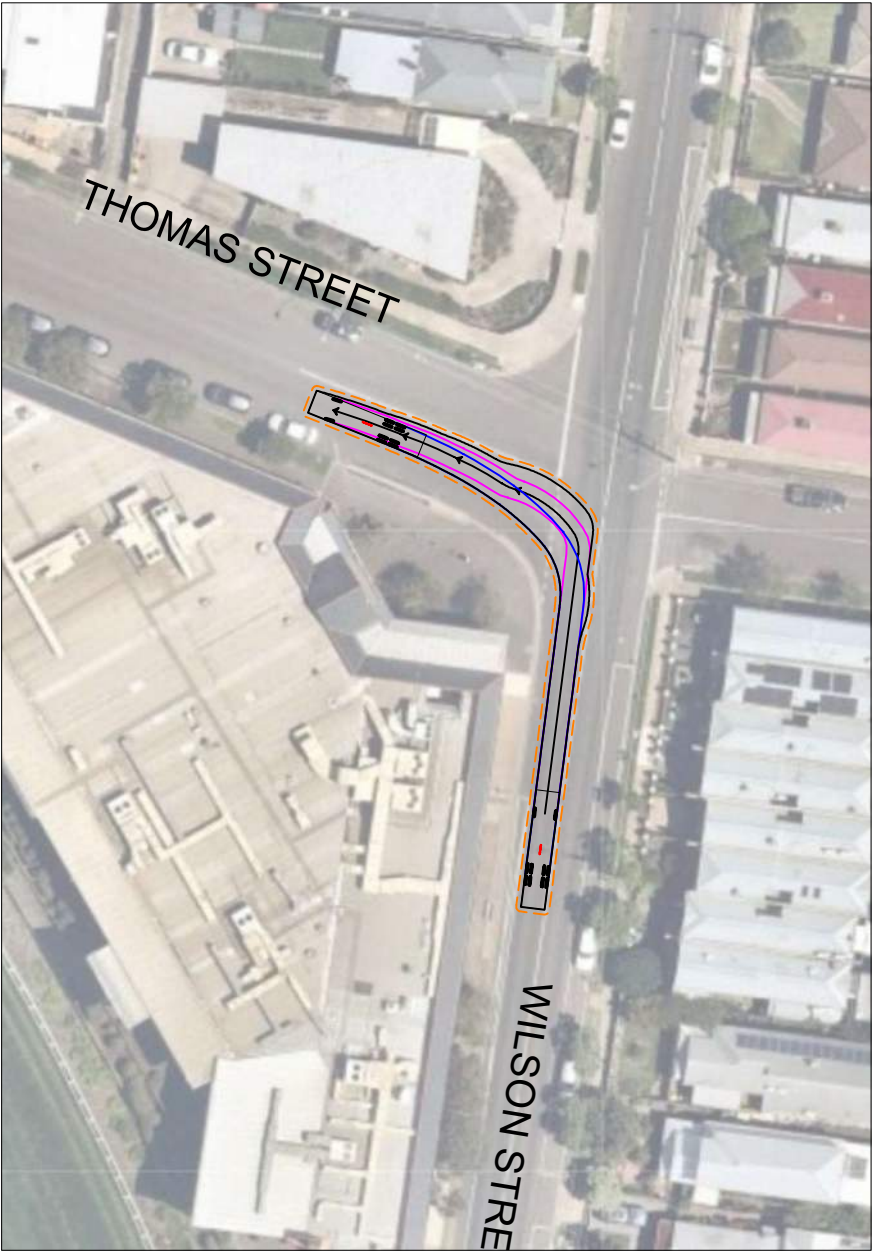
PROJECT: CAMILLO BUILDERS MVRG STAGE 2 CITY OF MOONEE VALLEY

TITLE: TRAFFIC MANAGEMENT PLAN-SP2 CONSTRUCTION STAGE SWEPT PATH ANALYSIS-ALT ROUTE 12.5M HEAVY RIGID TRUCK

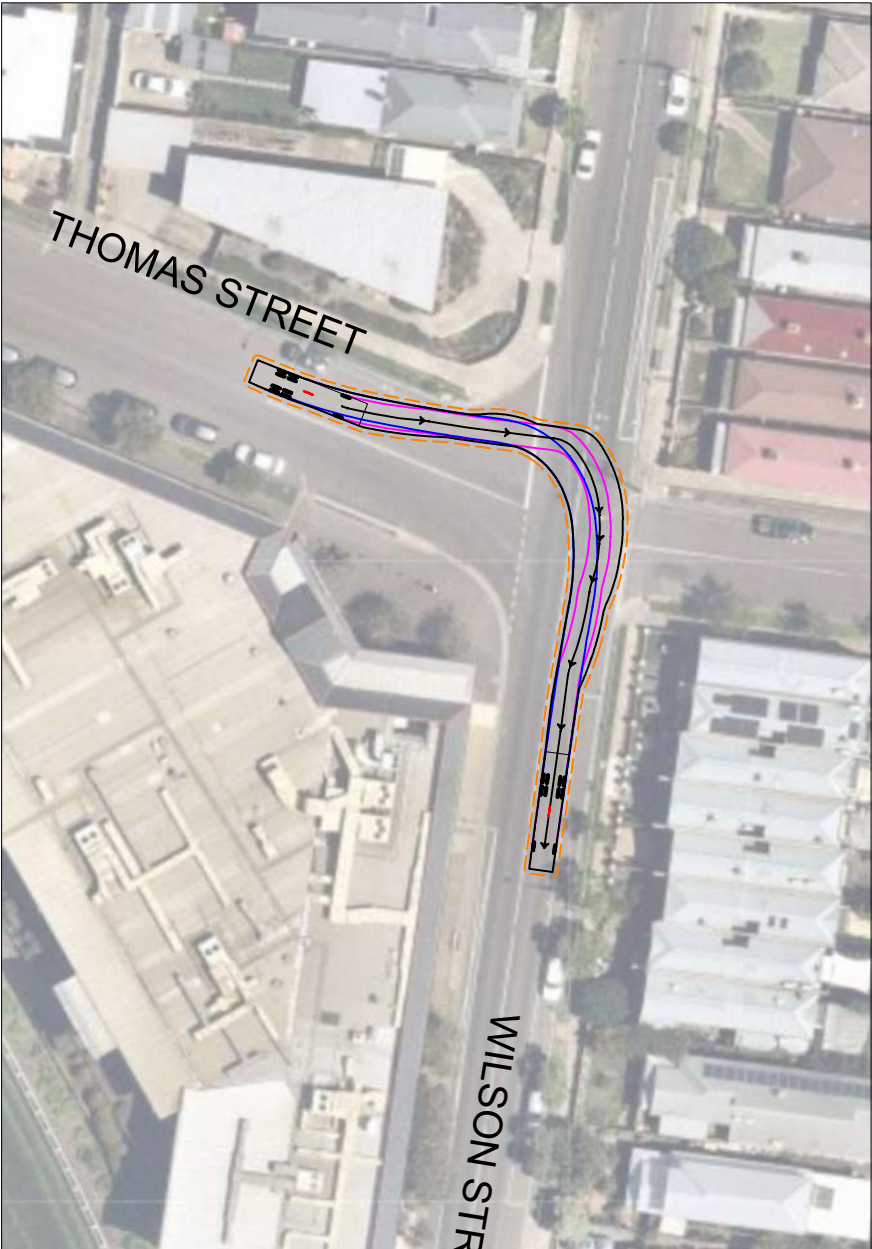
PRELIMINARY CONCEPT

Call Altus Traffic
Toll Free (Australia)
1300 TRAFFIC (872 334)
ABN 84 102 768 061

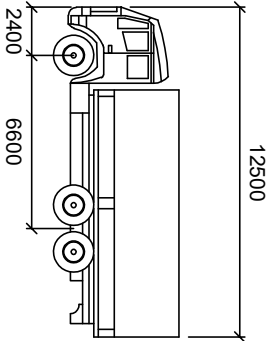
TURNING MOVEMENT - LEFT TURN INTO THOMAS STREET



TURNING MOVEMENT - RIGHT TURN INTO WILSON STREET



VEHICLE USED IN SIMULATION



HRV (AS 2890.2)	mm
Width	2500
Track	2500
Lock to Lock Time	6.0
Steering Angle	35.2

LEGEND	
Blue line	REAR WHEELS
Purple line	FRONT WHEELS
Black line	VEHICLE BODY
Orange dashed line	BODY CLEARANCE

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LIABILITY WHATSOEVER TO ANY THIRD PARTY
ARISING OUT OF ANY USE OR RELIANCE BY
THIRD PARTY ON THE CONTENT OF THIS DOCUMENT.

WARNING
FOR PLANNING PURPOSES ONLY,
NOT TO BE USED FOR CONSTRUCTION.

REV.	GENERAL NOTES:
B.	SWEPT PATH ASSESSMENT UPDATED FOR 12.5M HRV

DESIGNED BY: T. TOGANY	23 MAR 20
CHECKED BY: N. VAEZ	23 MAR 20
ISSUE: B	

CAMILLO BUILDERS MVRG - CONSTRUCTION STAGE	
12.5M HRV SWEPT PATH DIAGRAMS	
SCALE: 0 8 16	SHEET NO.: 01
JOB NO.: ALT191036VIC-02	

Appendix III

Preliminary Construction Program

Appendix IV

Council Works Permit Applications

It is noted that the majority of the Moonee Valley Council permits applications are made electronically and hence have not included hard copies in this Construction Management Plan.

Applicable permits

- Hoardings
- Occupation of footpath
- Gantry
- Road / Footpath occupation
- Road opening
- Out of Hours

Some of the above listed permits will require a Regulation 604 Report & Consent application to be made prior to consent being issued

Appendix V

Communications Samples



DATE XXXXXX

To the owner / occupier

'FEEHAN ROW' – MVRC Stage A Townhouses

As you may be aware, the development of the site at 2B McPherson St, Moonee Ponds will be commencing construction works shortly.

Prior to such major construction works, the developer has been requested by the City of Moonee Valley Council to inform those parties likely to be affected by the works and to outline the stages of the works. The objective of this notification is to highlight the likely impact in order to ensure the public's amenity in the area of the works during the construction period.

The building contractor is required to undertake several public safety matters around the site to limit the likely impacts that these works may impart.

Whilst the development of the site is ongoing, the main items relating to the public are as follows:

- 1. Install a Works Zone for construction vehicles and deliveries adjacent to the site in McPherson Street;**
- 2. Partial footpath closure on eastern side of McPherson St – west of the project title boundary**
- 3. Occupancy of some parking bays adjacent to the site in McPherson Street to provide adequate space for construction vehicles access;**
- 4. Hoardings to be erected around the site perimeter.**
- 5. Take measures to ensure no council drains become polluted with building waste;**
- 6. Take measures to ensure that construction waste and litter is contained.**
- 7. Take measures to ensure that noise and vibration are contained within local law working hours.**

Although specific dates for each stage is not final you will be kept informed in advance of the scheduled tasks and the likely impacts that may occur.

The aim of this series of notices is to ensure that the project is well planned so that the local community experiences minimal impact. In particular I refer to access to businesses and residences, off-street car parks and restriction to vehicular and pedestrian movements during the course of the works.

You are advised that this is an approximate 23-month project.

All deliveries will be made via McPherson St entrance to the project site and new street joining Kenna St. To ensure public safety and the smooth transition of vehicular traffic, a traffic controller will be deployed when required. These staff are experienced in traffic and crowd control issues.

In order to gain Council approval I need to inform all affected parties of the likely impact of the project and the controls to be put in place.

You are advised that at no time will access to your property and / or business be denied. It is expected that should the need arise to hold pedestrians and vehicles, then this will only be for a period of no more than one minute. Further to this all works are planned to be undertaken out of peak-hours or where they will be less disruptive.

You are assured that a Site Manager will be present each day to oversee all aspects of the project, especially to ensure your amenity is not unduly affected.

Please feel free to contact me on 9646 2188 should you have any further queries in relation to this notification or the project in general.

Yours sincerely,

Scott Clouston
Project Manager
Camillo Builders

TO THE RESIDENT / TRADER

2B McPherson St, Moonee Ponds

NOTIFICATION OF ROAD CLOSURE

Date: (TBA)

You are advised that major building works need to occur on (INSERT DATE) at 2B McPherson Street and as such this notice serves as information of the likely impact of this activity.

These works are a major component of the new development to be constructed on the site. The works involve (INSERT DETAILS OF WORKS). The crane will need to operate for most of the day.

Although the works are substantial, every effort will be made to minimize impact to businesses and the general public. The following treatments will apply:

- Detours for vehicles will be in place
- Pedestrian access will be maintained in Street on the side.
- Access to all properties will be maintained.

The development of this site was never going to be an easy task however, the contractor will attempt to minimise the impact of these building works and apologises for any inconvenience that may be caused.

Although the crane works will be difficult for local traders and residents, your co-operation will be greatly appreciated.

Please feel free to contact me on 9646 2188 should you have any further queries in relation to this notification or the project in general.

Yours sincerely,

Scott Clouston
Project Manager
Camillo Builders

Appendix VII

Environmental Management Plan

ENVIRONMENTAL MANAGEMENT PLAN

2B McPherson St, Moonee Ponds

A6.1. Sediment Control

Objective

The objective is to protect open drains and natural drainage lines from sedimentation deposits by minimising erosion of lands and transportation of sediments during construction.

Control Measures

The following measures should be undertaken to minimise erosion:

- Machine activity to be kept away from drainage lines unless absolutely necessary and then machine activity is to be kept to an absolute minimum.
- Construction Plant and machinery is to remain within the construction site for the duration of the contract thus limiting the transfer of mud from the site and also the transportation of weeds.
- All drainage channels carrying stormwater runoff are to be stabilised.

Best Practice / References

- Through compliance with regulations, environment protection will be achieved
- EPA Publication 275 Construction Techniques for Sediment Pollution Control
- EPA Publication 480 Environment Guidelines for Major Construction Sites
- Department of Land & Water Conservation NSW "Urban Erosion and Sediment Control Field Guide" May 1996 (The Red Book)
- The Institution of Engineers, Australia (QLD) Soil erosion and Sediment Control, Engineering Guidelines for Queensland Construction Sites". June 1996

A6.2. Dewatering of Work sites

Objective

To ensure that dewatering operations do not result in turbid water entering natural waterways.

Control Measures

- Treat turbid water to remove sediment prior to being pumped into stormwater system or natural waterway.
- Any water discharged into the drainage systems must be approved by the EPA.
- The Loading Bay will be bunded to contain any spillages.

Best Practice / References

- Draft Best Practice Environmental Management Guidelines for Urban Stormwater
- Australia New Zealand Environment Conservation Council, "Guidelines for Groundwater protection in Australia"
- Australia New Zealand Environment Conservation Council, "Australian Water Quality Guidelines for Fresh and Marine Waters", Nov 1992
- Analysis of Water Quality indicators such as suspended solids, Ph, and Oil/grease by a NATA accredited laboratory.
- Turbidity & pH field-testing using site gauges.

A6.2. Erosion & Dust Control

Objective

To minimise / avoid the health risks or loss of amenity due to emission of dust to the environment and the loss of soil from the environment.

Control Measures

Implement dust suppression measures such as promptly watering exposed areas when visible dust is observed.

Best Practice / References

- Dust measurement is to be by observation of the site and by comment from affected residents.
- Review of complaint register used to assess whether objective has been met.
- EPA Publication 480 Environmental Guidelines for Major Construction Sites

A6.3. Air Quality (Plant Emissions)

Objective

To ensure there is no health risk or loss of amenity due to emission of exhaust gases to the environment

Control Measures

- Vehicles and machinery to be maintained regularly and serviced to the manufacturers' specifications.
- All vehicles, plant & machinery to be fitted with appropriate emission control equipment.

Best Practice / References

If plant or machinery is emitting smoke continuously for longer than 10 seconds, during normal operation, then it will be serviced or replaced.

A6.4. Noise and Vibration

Objective

To ensure that nuisance from noise and vibration does not occur.

Control Measures

- Working hours to be in keeping with the local laws.
- Advise local residents when unavoidable out of hours work should occur.
- Fit and maintain appropriate mufflers on plant & equipment on site as required.

Best Practice / References

- No damage to buildings/ structures
- Zero complaints from residents, public, client, council or EPA

A6.5. Construction Waste Management

Objective

To minimise generation of solid wastes from construction activities and to appropriately dispose of generated solid waste.

Control Measures

- All solid wastes should be placed in appropriately designed storage areas during construction.
- Maintain a high quality of housekeeping and ensure that materials are not left where they can be washed or blown away to become litter.
- Collecting lubricating oil from the construction vehicle fleet and sending it to a recycler.
- Commercial wheelie bins with lids will be located within the site for all litter (including items such as cement bags, food packaging and plastic strapping) and a regular rubbish removal contract will be in place.

A6.6. Storage of Fuels & Chemicals on Site

Objective

To ensure that chemicals and fuel storage is safe, and that any materials that escape do not cause environmental damage such as groundwater or soil contamination.

Control Measures

- Minimise chemicals and fuel stored on site.
- Store dangerous chemicals in a covered and bunded area with an impervious floor, separated and signed as required by relevant codes and standards.
- Store fuels and other hazardous materials in appropriately bunded structures away from creeks and drainage lines.
- Bunds should be impervious to prevent spilled product from escaping.
- Any spillage should be cleaned up immediately.
- Where possible store each type of chemical/ fuel in a separate area so that spilled product can be retrieved and re-used (providing that it has not been contaminated with water or other debris).
- Maintain a list of chemicals and other potentially hazardous materials and material Safety Data Sheets.
- Restrict the area in which hazardous materials can be stored during construction works.

Best Practice / References

- Australian Standard 1940 – The Storage and Handling of Flammable and Combustible Liquids.
- Implement a contingency plan to handle spills, so that environmental damage is avoided.

A6.7. Dirty Roads

Objective

To ensure that roads are kept clean of soil.

Control Measures

If required, roads are to be swept down, not washed, as to prevent soil being washed into the drainage system.

**All site operations must comply with the
EPA Publication TG302/92.**

A6.8. Environmental Monitoring Plan

TYPICAL HAZARD /CONSEQUENCE OR RISK FACTOR	WORK ACTIVITY / POSSIBLE HAZARDS	POSSIBLE CAUSE	RISK LEVEL	HAZARD CONTROLS	NEW RISK LEVEL	WHO
Construction Waste	Construction	Litter outside site	MED	ELIMINATE Ensure bins for litter are available Empty bins regularly Clean up litter daily Speak to employees about litter disposal. ENGINEER Ensure construction waste and litter is not a nuisance.	LOW	Site foreman &/ or Manager
Dangerous Goods i.e. fuels and chemicals	Construction	Spill into drainage / sewer system	HIGH	ELIMINATE Check for compliance at delivery stage ENGINEER Prevent a chemical spill Clean up contaminated area Ensure appropriate bunding. If inappropriate improve bunding. DOCUMENT Store safely & monitor as required	MED	Site foreman &/ or Manager
Dirty Roads	Demolition, site retention, construction	Lack of washing facilities, lack of monitoring	HIGH	ELIMINATE Ensure that trucks taking soil off site are covered Prevent soil on roads Implement program for cleaning of roads if required. ENGINEER Provide mechanical sweeping / cleaning contractor DOCUMENT Inspect streets & roads - daily in dry weather & twice a day in wet weather	MED	Site foreman &/ or Manager

Moonee Valley Racecourse - Townhouses Stage A Contract Program - 03/03/2020 - Rev 1

ID	Name	Start	Dur	Finish	Qtr 3, 2019	Qtr 4, 2019	Qtr 1, 2020	Qtr 2, 2020	Qtr 3, 2020	Qtr 4, 2020	Qtr 1, 2021	Qtr 2, 2021	Qtr 3, 2021	Qtr 4, 2021	Qtr 1, 2022	Qtr 2, 2022	Qtr 3, 2022	Qtr 4, 2022	Qtr 1, 2023	Qtr 2, 2023
1	AWARD & MOBILISE	Mon 29/07/19	151 d	Thu 9/04/20																
2	Camillo Builders Appointed	Mon 29/07/19	0 d	Mon 29/07/19																
3	HEAD CONTRACT ADMINISTRATION	Mon 29/07/19	126 d	Mon 29/03/20																
9	DESIGN, PERMITS & DRAWINGS	Fri 11/10/19	102 d	Thu 9/04/20																
10	Design Commencement with VM Integration	Fri 11/10/19	2 wks	Fri 25/10/19																
11	Design Development to 70%	Mon 21/10/19	15 wks	Thu 5/03/20																
12	Demolition Permit Application & Approval	Fri 26/03/20	10 d	Mon 16/03/20																
13	PWNs - Prepared, issued and approved	Fri 6/03/20	12 d	Thu 26/03/20																
14	For Construction Design	Fri 6/03/20	3 wks	Tue 31/03/20																
15	Building Permit Application - Stage 1	Fri 27/03/20	5 d	Thu 2/04/20																
16	Receive Full Set of IFC Docs	Fri 30/04/20	5 d	Thu 9/04/20																
17	PRE-CONSTRUCTION ADMINISTRATION	Tue 8/10/19	100 d	Thu 2/04/20																
18	Prepare & Submit CMP	Tue 8/10/19	6 wks	Mon 25/11/19																
19	CMP Council Approval	Tue 26/11/19	13 wks	Tue 26/03/20																
20	Prepare Site Safety Documentation	Fri 27/03/20	5 d	Thu 2/04/20																
21	Prepare & submit municipal permit applications	Fri 27/03/20	5 d	Thu 2/04/20																
22	Prepare Dilapidation Report	Thu 19/03/20	10 d	Thu 2/04/20																
23	Lodge municipal bonds and insurances received	Thu 2/04/20	0 d	Thu 2/04/20																
24	Obtain Builders Permits + PWNs Approved	Thu 2/04/20	0 d	Thu 2/04/20																
25	Mobilise for Site Setup + Construction	Fri 30/04/20	5 d	Thu 9/04/20																
26	MVRC ENABLING & INFRASTRUCTURE UPGRADE WORKS - HAMTON (Indicative Date for Completion)	Tue 26/11/19	60 d	Wed 18/03/20																
27	All Permits & Approvals in Place (CMP, Demo, BP, PWNs)	Thu 2/04/20	0 d	Thu 2/04/20																
28	PROCUREMENT (1st Packages)	Wed 4/12/19	138 d	Fri 31/07/20																
47	SITE ESTABLISH, DEMOLITION, CONSTRUCTION	Thu 9/04/20	404 d	Wed 16/03/22																
48	RACE DAYS ALLOWANCE	Fri 23/10/20	289 d	Wed 16/03/22																
49	Cox Plate 2020, 7 day period allowed in calendar	Fri 23/10/20	0 d	Fri 23/10/20																
50	Cox Plate 2021, 7 day period allowed in calendar	Fri 22/10/21	0 d	Fri 22/10/21																
51	5 week days & 6 Saturdays/Year SP1	Fri 12/11/21	11 d	Mon 29/11/21																
52	5 week days & 6 Saturdays/Year SP2	Tue 10/03/22	11 d	Wed 16/03/22																
53	PRACTICAL COMPLETION	Mon 29/11/21	68 d	Wed 16/03/22																
54	Practical Completion Separable Portion 1	Mon 29/11/21	0 d	Mon 29/11/21																
55	Practical Completion Separable Portion 2 (Based on commencement of piling immediately following completion of SP1 piling)	Wed 16/03/22	0 d	Wed 16/03/22																
56	SEPARABLE PORTION 1	Thu 9/04/20	346 d	Mon 29/11/21																
57	SITE ESTABLISHMENT	Thu 9/04/20	5 d	Wed 22/04/20																
58	Site Possession & Access	Thu 9/04/20	0 d	Thu 9/04/20																
59	Set Up Site	Thu 16/04/20	5 d	Wed 22/04/20																
60	DEMOLITION	Thu 23/04/20	15 d	Mon 18/05/20																
61	Demolition	Thu 23/04/20	15 d	Mon 18/05/20																
62	SP1 - CONSTRUCTION	Fri 15/06/20	328 d	Mon 29/11/21																
63	Excavation & Retention	Fri 15/06/20	39 d	Wed 15/07/20																
68	Foundations & Lower Ground Slab	Thu 26/07/20	47 d	Fri 11/09/20																
72	Tower Crane 1	Fri 11/09/20	153 d	Thu 17/06/21																
75	Ground Level Slab	Thu 13/08/20	42 d	Tue 27/10/20																
76	Services & Finishes Lower Ground	Wed 18/11/20	130 d	Mon 5/07/21																
81	Permanent Power	Fri 12/06/20	102 d	Mon 30/11/20																
85	Townhouses Stage 1	Mon 21/09/20	187 d	Mon 16/08/21																
102	Townhouses Stage 2	Wed 25/11/20	175 d	Fri 17/09/21																
117	Townhouses Stage 3	Wed 3/02/21	163 d	Fri 29/10/21																
132	Infrastructure and Civil works	Fri 18/06/21	60 d	Fri 17/09/21																
135	Inspections & Rectification	Tue 31/08/21	40 d	Thu 11/11/21																
136	Arch/Consultant Inspections & Rectification Stage 3	Fri 11/01/21	20 d	Thu 11/11/21																
137	C of O Inspections & Permits SP1	Tue 31/08/21	40 d	Thu 11/11/21																
138	Separable Portion 1 Handover	Mon 29/11/21	0 d	Mon 29/11/21																
139	SEPARABLE PORTION 2	Thu 16/04/20	76 d	Thu 13/08/20																
140	SITE ESTABLISHMENT	Thu 16/04/20	76 d	Thu 13/08/20																
143	SP 2 - CONSTRUCTION	Fri 14/08/20	328 d	Wed 16/03/22																
144	Excavation & Retention	Fri 14/08/20	41 d	Tue 27/10/20																
149	Foundations & Lower Ground Slab	Fri 9/10/20	42 d	Tue 12/01/21																
153	Tower Crane 2	Tue 12/01/21	150 d	Thu 9/09/21																
156	Ground Level Slab	Fri 27/11/20	35 d	Tue 9/02/21																
159	Services & Finishes Lower Ground	Mon 1/03/21	130 d	Thu 23/09/21																
162	Permanent Power	Wed 10/02/21	20 d	Fri 12/03/21																
165	Townhouses Stage 1	Thu 21/01/21	160 d	Wed 6/10/21																
182	Townhouses Stage 2	Wed 17/03/21	167 d	Fri 17/12/21																
197	Townhouses Stage 3	Thu 13/05/21	159 d	Mon 14/02/22																
212	Inspections & Rectification	Fri 10/12/21	40 d	Mon 28/02/22																
213	Arch/Consultant Inspections & Rectification Stage 3	Fri 28/01/22	20 d	Mon 28/02/22																
214	C of O Inspections & Permits SP2	Fri 10/12/21	40 d	Mon 28/02/22																
215	Separable Portion 2 Handover	Wed 16/03/22	0 d	Wed 16/03/22																
216	Project Completion	Wed 16/03/22	0 d	Wed 16/03/22																